

# AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

**PORSCHE SPECIAL**

# NEW 911 GT3 RS

Quickest 911 ever? All-new engine, 500bhp and extreme aero

Thought they'd gone soft making SUVs? Think again...

**New Mazda RX-7**  
Rotary-engined sports car lives on

AUTOCAR  
IMAGE



AUTOCAR  
IMAGE

**Porsche's new GT3 rivals**  
Fast Aston, Bentley, Jaguar and Merc scooped

AUTOCAR  
IMAGE



**WHICH IS BEST?**



**New 911 GTS battles**  
911 GT3, Cayman GTS

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available to order now, first deliveries from April 2015. Standard EU Test figures for comparative purposes and may not reflect real driving results. combined 52.3 (5.4) – 70.6 (4.0); CO<sub>2</sub> emissions 140 – 103g/km. Information correct at time of print.





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Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 for comparative purposes and may not reflect all driving results. Model shown: New Generation i20 Premium SE 1.2 at £15,220. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer





(5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO<sub>2</sub> Emissions 155–84g/km. These official EU test figures are to be used as a guide OTR including Aqua Sparkling metallic paint at £495. \*On the road price of £10,695 applies to i20 S 1.2 petrol manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply.





## NEW CITROËN C4 CACTUS

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CRÉATIVE TECHNOLOGIE



**CITROËN**

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO<sub>2</sub> Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO<sub>2</sub>. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

\*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Flair and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) - £3,221.55; followed by 36 monthly rentals of £165 - £249; optional final rental £6,267 - £6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit [citroen.co.uk](http://citroen.co.uk).



Is there room for the Porsche 911 GTS between the Cayman GTS and the 911 GT3? We find out



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First drive: new Audi TT Roadster 2.0 TFSI

**To get the best out of it, you must continually examine the 208 GTi 30th's limits**

Matt Saunders, p50

THE YEAR OF GT3

44 Upcoming rivals for the 911 GT3

OUR CARS

Citroën C4 Cactus

60 Citroën C4 Cactus joins our fleet

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How 3D printing can be used to make a complete, running car





I want a car that's reliable, full of extras and cool.

#SR7

10:35 AM



## NEW **SR7** RANGE



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Fuel consumption figures in mpg (l/100km) for the New Kia Venga 'SR7' Special edition are: Urban 42.8 (6.6) – 56.5 (5.0), Extra Urban 55.4 (5.1) – 67.3 (4.2), Combined 50.4 (5.6) – 62.8 (4.5). CO<sub>2</sub> emissions are 130 – 119 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Venga 'SR7' Special edition 1.4 89bhp 5-speed manual ISG @ £13,335 including metallic paint @ £490 and £750 customer saving. Non offer price £14,085. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto [kia.co.uk/sr7](http://kia.co.uk/sr7) for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



## AUTOCAR

### AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

#### VIDEO

#### Lexus RC F vs BMW M4

Performance coupés compared by Matt Prior



#### PREVIEW

#### Geneva motor show

Guide to the star cars at the show – before the wraps come off



#### GALLERY

#### RS in the UK

The history of Ford's RS brand in the UK



#### DRIVEN

#### Juke Nismo RS

Nissan's 215bhp performance crossover hits the UK



#### BLOG

#### Jim Holder

Tech does the talking for the Ford Focus RS



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Big change awaits the 911 – and the rest of Porsche's sports cars

# Porsche is right at the top of its game

**CAST A QUICK** eye over our ratings at the back of this magazine for the current Porsche line-up and you'll soon be overwhelmed by superlatives. The Boxster is "scarily brilliant", the Cayman "a five-star car by any measure", the 911 "more than worthy of its iconic status"... and it goes on, all the way to the Macan and Cayenne SUVs and Panamera.

As you'll read in our scoop story (p10), Porsche is pushing ahead with an expansion and redefinition of its sports car line-up, as well as squaring up to the thorny issue of selling turbocharged engines in 'normal' 911s later this year. Casting aside 52 years of naturally aspirated heritage would be daunting for most car companies, but Porsche has navigated choppy waters with barely a wobble in recent years.

It might be tempting to take Porsche's consistent high standards for granted, but that would be a mistake. At the heart of this company is a steely focus on engineering brilliance, and while that may not set the pulse racing like some of the more flamboyant offerings from more flamboyant rivals, it underpins what will surely be viewed by history as a golden era for the firm.



## JIM HOLDER EDITOR

[jim.holder@haymarket.com](mailto:jim.holder@haymarket.com) @Jim\_Holder



# THIS WEEK

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**AUTOCAR  
IMAGE**



## Porsche plots bold sports

■ Extreme new 911 GT3 RS for Geneva show ■ More hardcore driver's cars planned ■ New V8

**P**orsche's most extreme 911 GT3 RS yet will be unveiled at the Geneva motor show next month and kick-start a radical transformation in the manufacturer's two-door model ranges, reaffirming its commitment to the sporting cars on which its name was built.

In addition to the Cayman GT4 revealed last week, further new models will join the existing Boxster and Cayman line-ups, and the 911 will receive the greatest

conceptual shake-up since swapping air for water cooling in 1997. There will also be a new 918 Spyder and a brand-new supercar that will take Porsche into uncharted waters.

First up is the new 911 GT3 RS. It will be unveiled on the eve of the Geneva show on 2 March, nine months after its original launch date was put back by the need to address the engine fire issue that had afflicted the standard GT3.

Porsche's boss of research and development, Wolfgang Hatz, is promising "the biggest

gap yet" between an RS model and the GT3 version upon which it is based.

Although the new car, like all other RS models, will be lighter than the GT3, most of the interest will focus on its aerodynamics – which are said to provide a new level of downforce for a road-going 911 – and an all-new engine producing around 500bhp. For comparison, the standard GT3 model has 468bhp.

Porsche hasn't revealed the look of the 911 GT3 RS, but spy photographs suggest it will

join the 911 Turbo in using the widest of the three 911 bodies and will have air intakes in the rear wings and lift-reducing air outlets above the front wheels.

Winter weather has precluded the setting of representative lap times

around the Nürburgring during the car's recent development. However, Porsche's simulations show the 911 GT3 RS to be comfortably capable of lapping in under 7min 20sec, raising the possibility of it at least matching the 7min

***The 911 will receive the greatest conceptual shake-up since 1997***



New GT3 RS will make its world debut at Geneva on 2 March

## SPY SHOTS

PORSCHE  
911 GT3 RS



Aero mods will play a fundamental role in the GT3 RS's make-up



GT3 RS has an all-new naturally aspirated flat six with about 500bhp



# car future

supercar ■ Mainstream models go turbo

18sec lap recorded by the most powerful 911 to date, the 611bhp twin-turbo GT2 RS of 2011.

It is not yet known whether the GT3 RS will be offered with a manual gearshift, a PDK dual-clutch automatic or a choice. Porsche appeared to have abandoned three-pedal GT models when it made the 911 GT3 PDK only, but it seems to have had second thoughts, making the Cayman GT4 available exclusively with a manual gearbox for now.

A PDK transmission seems the most likely because it is

vital for the all-important Nürburgring lap time, but the choice of a manual option is now believed to be a distinct possibility, as opposed to non-existent.

However, it is Porsche's decision to design a new engine for the GT3 RS that is the most significant development. That's because by the end of the year and in a rather different state of tune, this new engine will also be standard issue in all conventional 911s. What's more, and unlike in the GT3 RS, all 'normal' 911s →



## SPY SHOT

PORSCHE  
911 TARGA



← that use this engine will be turbocharged.

Porsche has yet to reveal the size or power output of the new unit, but the use of forced induction for the standard 911 after 52 years of normal aspiration is motivated far more by the need to reduce fuel consumption and emissions than to provide additional power.

The engine is expected to deliver a modest power boost, substantially more torque and significantly better CO<sub>2</sub> emissions and fuel economy. However, don't expect a new naming strategy. There are turbocharged models in both the Macan and Cayenne ranges that do not bear 'Turbo' badging, so expect the same approach for the new 911.

The new engines will arrive this autumn complete with the other, less significant enhancements of a standard mid-life refresh. There is a four-cylinder version of the new engine that was for a long

time considered for the 911, but Hatz concluded that a 911 must have a flat six motor, so the four-pot will be restricted to the Boxster and Cayman.

That said, there is a precedent for a four-cylinder 911, Porsche producing just such a car (called the 912) between 1965 and 1969. During that time, more than 30,000 units were sold, making the cut-price entry-level model a considerable success, so perhaps it should not be ruled out for ever.

At the other end of the scale, a limited-edition GT2 RS is on the cards. Just 500 examples of the previous one were made and sold out in two months, despite a £165,000 price. "Our customers always tell us they want more power," said Hatz. "At Porsche, we listen to our customers."

However, the new GT2 RS is likely to be scheduled for the end of the current 911's lifecycle, making it at least two years away.

Supercar with a mid-mounted V8 is due to appear before 2020



In the meantime, Porsche is also working on a brand-new supercar to compete with the likes of the Ferrari 488 GTB and McLaren 675LT. Hatz has said it will be ready by the end of the decade "at the latest".

Details are patchy, but the car is believed to feature the brand-new V8 motor already

in development for the new Panamera, its 928-replacing two-door variant and the next Cayenne.

Mounted amidships behind the driver, the engine is likely to follow current thinking and derive its power as much from turbocharging as its displacement. It is not

yet known whether the car will feature any degree of hybridisation, but it is clear that this is not a replacement for the 918 Spyder hypercar but a standard, production model. Hatz has, however, also confirmed that a new 918 will eventually be built.

**ANDREW FRANKEL**





Targa version of the revised 911 has been spotted testing



ANDREW FRANKEL

## More mainstream Porsches, more mad ones

PORSCHE'S DECISION TO turbocharge even the standard 911 has little to do with what it regards as the best way to perpetuate the legend of the world's most famous sports car and rather more to do with being lumbered with more than its fair share of heavy lifting when it comes to reducing the CO<sub>2</sub> emissions of the entire Volkswagen Group fleet, of which Porsche is a part.

But Porsche will be happy to do it for the same reason that it was happy to extend the wheelbase of the 911 and equip it with electric steering: the typical 911 customer doesn't actually want a traditional 911 but a fast and capable coupé that bears the image of the 911. Whether that in time leads to exclusively turbocharged Caymans and Boxsters is another question, but we think it's less likely in these more driver-orientated models.

Porsche will also have calculated that it can do all this with its mainstream models so long as it continues to make hardcore driving machines, too. These cars are not just for their diehard owners, but also to send a clear signal that Porsche has not lost touch with its roots. So the more the staple Porsche range follows mainstream thinking, the more mad motorsport-derived models will be needed to balance it, hence the 911 GT3 RS, Cayman GT4 and upcoming hot Boxster.



Lighter, sportier Boxster may be badged 'Club Sport'; due 2016

## The two-door sports cars in Porsche's future



### 911

New 500bhp GT3 RS will be unveiled in March and followed this autumn by the second-generation '991' 911, featuring a new range of turbocharged engines based on the new motor designed for the RS. A flat six configuration will be retained without hybridisation, which Porsche feels to be more useful in cars like the Cayenne and Panamera.



### CAYMAN

New £64,451, 380bhp flagship Cayman GT4 will be joined at the other end of the range by a new four-cylinder entry-level model. The new engine, which is two-thirds of the new flat six, should displace around 2.0 litres but will be turbocharged to provide "proper Porsche performance".



### BOXSTER

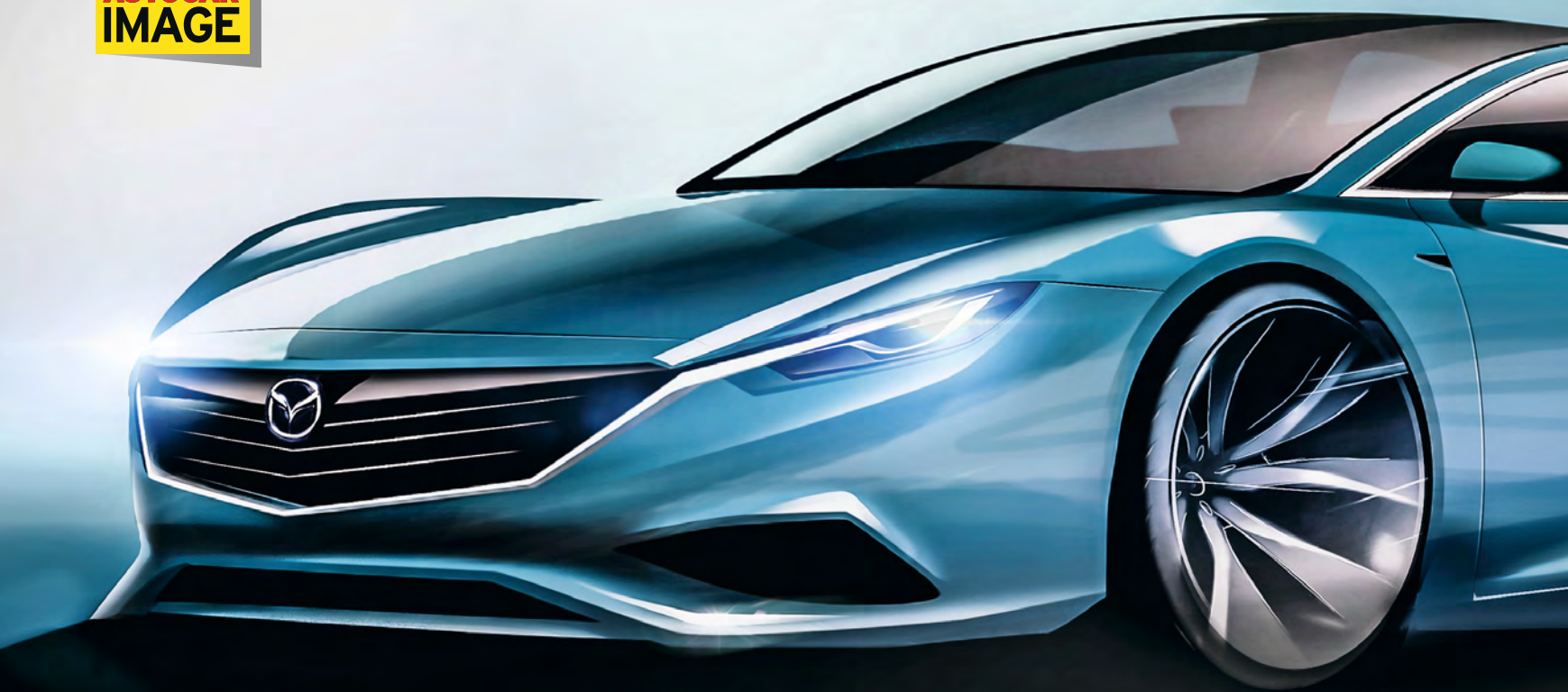
This will also receive the new four-cylinder engine. Moreover, there will be a new variant that's likely to be the most sporting model in the current range. Tipped as a replacement for the popular Spyder of 2011, the car – possibly bearing the Club Sport name – is expected to have a little more power and a lot less weight.



### 918 REPLACEMENT AND A NEW SUPERCAR

Now that the 918 has sold out, its place as the Porsche flagship will be taken by the new mid-engined supercar, due to break cover by the end of the decade. Having proved that it can sell 918 units of a car for which conventional wisdom suggested there should be only about 500 buyers, Porsche is sure to replace it, but only after a suitable gap. Typically, Ferrari spaces its hypercars at 10-year intervals.





# Mazda plans all-new RX-7

A new rotary-engined coupé based on the lightweight MX-5 platform is in development; launch is expected

**M**azda is planning to launch a rotary-engined coupé in 2020, to coincide with the company's 100th anniversary.

The coupé, a successor to the RX-8, will be based on the new, lightweight, fourth-generation MX-5 platform and, like past RXs, be front-engined and rear-wheel drive.

Mazda won't confirm the RX-7 project. However, Kenichiro Saruwatari,

vice-president of European R&D and based in Japan until 18 months ago, told Autocar that the company retains a department of 30 engineers developing rotary engine projects and hinted that they're working towards the firm's significant birthday.

Because the rotary engineering team is relatively small, Mazda also employs the services of Japanese universities. Mazda has found, like Honda did during

the HondaJet project, that academics are better at maintaining confidentiality than commercial partners.

It's also working with NASA on material technologies. The American aeronautics and space agency specified the material for the rotor tips of the RX-8's rotary engine.

There's no word on engine capacity or power outputs at this stage but, from a marketing perspective, any rotary-engined sports car

would need to be more potent than the most powerful MX-5, which will have a 2.0-litre four-cylinder engine making upwards of 160bhp.

The now-defunct RX-8 had a twin-rotor 1.3-litre engine, which, because there are two combustion cycles per engine revolution, in effect gave it a 2.6-litre capacity and a power output of 228bhp.

Mazda is virtually alone in the automotive industry in persisting with rotary

engines, which are smooth and high revving and have a high specific output but have little torque and can suffer from rotor tip wear and excess fuel and oil consumption.

Mazda appreciates the technical, marketing and recruitment advantages that its persistence brings and thinks a high-power, low-torque engine would sit well in the light MX-5 platform.

The lightest MX-5 will weigh less than a tonne and the

## Focus RS blazes trail for all-wheel-drive hot Fords

THE NEW FORD Focus RS's pioneering four-wheel drive system will be installed in more cars, raising the prospect of other performance-orientated all-wheel-drive Ford models.

Ford's All-Wheel Drive with Dynamic Torque Vectoring system is the most significant mechanical upgrade for the new Focus RS over previous generations of the car, both of which were front-wheel drive.

"We've done the hard part in developing it to production," said RS engineering manager Tyrone Johnson. "It would be

fair to suggest that we'll be looking to use the technology in other ways."

The AWD system is based around twin electronically controlled clutch packs alongside the 'Rear Drive Unit'. The RDU operates like a limited-slip differential and uses sensors that monitor conditions 100 times per second to distribute power continuously between the front and back wheels and on either side of the rear axle. Up to 100% of the available torque can be sent to either wheel.

The system diverts torque to the outer rear wheel during cornering, aiding turn-in and stability. Ford says this "virtually eliminates understeer", and that lateral grip in excess of 1g is possible.

Another staple aspect of the Ford RS range will be manual gearboxes. The firm's global product development boss, Raj Nair, confirmed that the Focus RS will retain a six-speed manual 'box'. "Our current research says customers really like these kinds of cars to have a manual gearbox," he said.





New coupé is likely to be a two-seater and revive the 'RX-7' name



# for 2020

to coincide with Mazda's 100th anniversary

architecture is one that Mazda is keen to exploit. How well it can be scaled will dictate whether the RX-8 successor will have +2 rear seats, but Saruwatari said Mazda is too small a company to develop another sports car platform.

An 'RX-9' name is unlikely for the new car. Mazda is said to prefer a return to 'RX-7' instead, because the new model is likely to be a two-seater. 'RX-7' is also a more iconic name. However, 'RX-6'

is also the cards to indicate its smaller, purer positioning.

Saruwatari also confirmed that the planned joint venture with Fiat, under which the Italian car maker will produce its own roadster on that platform, is ongoing. It won't use Mazda engines, though, and "you would have to ask them which badge it will have".

MATT PRIOR

**First drive of the new Mazda 2 p29**

## Mazda ponders MPS models but ditches MPV

MAZDA'S MPS HIGH-performance brand remains on hold as the company evaluates exactly what sort of models it wants to launch under the MPS badge.

Speaking to Autocar at the launch of the new Mazda 2, the car's chief engineer, Ayumu Doi, revealed that MPS was a brand Mazda was "always investigating" as it tried to establish how the performance arm would work under Mazda's new Skyactiv technology banner.

Doi said MPS was "not dead" and the firm was evaluating how it could further extend its 'fun to drive' mantra with a new MPS performance model, of which the 2 was one likely candidate.

Mazda has yet to establish exactly what an MPS model will be within the Skyactiv range. The firm could opt for purely more powerful models, or models that place an emphasis on improved



MPS cars are on hold while Mazda decides how to use the brand

driveability, such as the Suzuki Swift Sport, or a combination of both like Ford's Fiesta ST.

Whatever the outcome of the research, Doi revealed that any future MPS model would use updated versions of existing Skyactiv componentry rather than any bespoke parts.

● The Mazda 5 will soon go out of production and will not be replaced, company officials have confirmed.

The popularity of this seven-seat MPV has been diminished by five-seat and

seven-seat SUVs, and sales of the model now stand only in the hundreds every year in the UK.

The 5 is still available to order and models do remain in stock, but production is being now wound down and no replacement is forthcoming.

Once the new MX-5 reaches the UK in August, the 5 will be the only Mazda not built on or powered by its Skyactiv technology, and given the popularity of SUVs, the decision has been taken by Mazda not to build another MPV.



Mazda will soon stop making the 5 MPV and won't be replacing it



OFFICIAL PICTURE

## SKODA GIVES INSIDE LINE ON NEW SUPERB

Skoda has previewed the interior of the new, third-generation Superb, which will be fully revealed later this month ahead of a public debut at the Geneva motor show in March.

Skoda says its aim was to "create a superior inner space, with a more modern, elegant and sophisticated look". The manufacturer's preview reveals leather seats, a touchscreen display with satellite navigation, a refreshed centre console equipped with Skoda's DSG dual-clutch automatic gearbox and a new design of steering wheel that is fitted with controls.

Skoda says the new Superb's exterior will offer "striking, expressive shapes" and make "a visual impact in the automotive mid-class segment".



*A leap forward in reverse parking.*



## NEW FORD **FOCUS**

### ➤ **Active Park Assist**

How do you park in a space you can't even see? Trust the new Ford Focus. It can find even the most elusive spot, then assist you to park in it, whether it's parallel or even reverse parking. Just one of the many ways that the new Ford Focus can help you go further. [ford.co.uk/newfocus](http://ford.co.uk/newfocus)

Official fuel consumption figures in mpg (l/100km) for the Ford Focus range: urban 32.1-65.7 (8.8-4.3), extra urban 49.6-83.1 (5.7-3.4), combined 41.5-74.3 (6.8-3.8). Official CO<sub>2</sub> emissions 159-98g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



**Go Further**





# Suzuki fixes Celerio brake fault

The firm says it has solved the problem that caused brake failures in Autocar and What Car? tests

**S**uzuki is working to resolve an issue with the braking system on its new Celerio hatchback, following brake failure on two cars during testing by What Car? and Autocar.

A Suzuki spokesperson told Autocar: "We have a solution to the problem. It has been worked on within Suzuki Motor Corporation." More details about the fix and when it will be carried out on the affected cars will be made available soon.

It is understood that the failure is within the brake

pedal assembly and that the affected part is fitted to only right-hand-drive Celerios sold in the UK, the Republic of Ireland, Australia and New Zealand. Cars sold in India and Thailand are not affected, Suzuki has confirmed.

"With regards to UK cars, we established that 37 had left dealers. We captured them very quickly and they are all off the road," said the spokesperson. "We also halted all dealer demonstrations and other related events."

Suzuki's attention was drawn to the problem following

independent Autocar and What Car? testing of its new budget hatchback. During an emergency stop test, the Celerio's brakes failed entirely, with the brake pedal remaining in the fully depressed position yet having no effect on the car's speed.

Suzuki promptly arranged for collection and inspection of the failed car and also supplied a second car so that testing could continue. However, the second car suffered the same failure and the matter was then quickly escalated within the company.

"Suzuki wants to be completely transparent and show it has reacted as quickly as possible to the problem. Suzuki wants to get it fixed and get customers back in their cars," said the spokesperson.

"This problem has 100 per cent of our attention. Suzuki Motor Corporation is keen to show its honesty and how it has fixed the problem," added the spokesperson.

**LEWIS KINGSTON**



# Jag supercar and tuned Landies in new Bond film

JAGUAR'S C-X75 SUPERCAR will feature alongside other models from Jaguar Land Rover's Special Operations division in the upcoming James Bond film, *Spectre*.

The film, which is Bond's 24th outing on the big screen, also features the Range Rover Sport SVR and specially modified 'Big Foot' versions of the Land Rover Defender.

The C-X75, developed in collaboration with Williams Advanced Engineering, will feature in a car chase

sequence set in Rome. Autocar understands that, for filming purposes, the C-X75 will be fitted with Jaguar's supercharged 5.0-litre V8 engine instead of its existing 850bhp twin-charged 1.6-litre petrol-electric powertrain.

Scenes involving the 542bhp Range Rover Sport SVR and Land Rover Defender models – which have been fitted with 37in off-road tyres and feature bespoke suspension and body protection systems – have been filmed in Austria.



Range Rover Sport SVR, Jaguar C-X75 and 'Big Foot' Defender will all be seen in action in *Spectre*

## MORGAN HAS 'NEW SUPERCAR'

Morgan will launch what it calls "a new supercar" at the Geneva show next month. A single image is the only clue to the identity of the new model. The picture suggests it could be related to the Aeromax and Aero Supersports vehicles.



## INFINITI LINES UP BMW X1 RIVAL

Infiniti has released a teaser image of its new QX30 compact crossover. The model will be launched at the Geneva show as a thinly veiled concept before going into production at Sunderland as a rival to BMW's X1 and Audi's Q3.







# Civic Type R: 167mph conf

More images and details of Honda's mega-hatch have emerged, including the provisional confirmation of a

**H**onda has released the first official details of its new Civic Type R ahead of its Geneva motor show debut early next month.

The top speed has been provisionally confirmed as 167mph, which would be enough to make the Civic Type R class-leading against its front-wheel-drive hot hatch peers.

Power will come from a turbocharged 2.0-litre VTEC

engine. Outputs have yet to be confirmed, but insiders have previously quoted figures of 300bhp and 300lb ft.

Helping the Civic Type R to reach that top speed are several aerodynamic aids, sculpted as a result of both extensive wind tunnel testing and computer simulations. Honda promises "exceptional high-speed stability and high levels of downforce" from

these features, which include a flat underside, a front splitter, rear diffuser, large rear wing and deep side skirts. The front bumper has also been designed to cut turbulence at the front wheels, reducing drag.

The complete car is not visible in any single image that Honda has released, but cropped pictures reveal a 7000rpm redline for the engine on the rev counter, as

well as a '+R' button next to the steering wheel that improves engine responsiveness, tweaks the torque mapping to a more aggressive and performance-focused setting, increases the responsiveness of the steering and stiffens the adaptive dampers.

Another cropped image reveals the 19in alloy wheels fitted to the Civic Type R and low-profile Continental

tyres. Stopping power is provided by a high-performance Brembo braking system, with 350mm discs and four-piston calipers up front.

The styling is understood to be little different from that of the extreme-looking Civic Type R concept, pictured here and seen at the Geneva and Paris motor shows last year.

The look of the car is also guided by the need to provide

## Hyundai and Kia poised with new compact SUVs

THE NEW HYUNDAI Tucson will make its global debut at the Geneva show next month and has been previewed in this official design sketch.

The Tucson compact SUV will replace the ix35 in Hyundai's line-up. It is described as "a big step forward for the Hyundai brand globally" by the firm's design boss, Peter Schreyer, who also said the model "has a bold and athletic presence and a proud stance".

The sketch shows that the new five-door Tucson will carry many of the design hallmarks seen in the Hyundai range, in particular

the firm's large central grille, as seen on the new Genesis.

Hyundai retired the Tucson name in Europe in 2010 with the launch of the ix35. The name's return reflects the fact that the new SUV will be sold in global markets.

Production of the ix35 is due to finish this summer, Autocar understands, so the Tucson is likely to be on sale before the end of the year.

Hyundai sister firm Kia is also preparing a new version of the Sportage, which will share its underpinnings with the new Tucson.

The Sportage will take styling cues from the KX3

concept shown last year, even though the KX3 previewed a model aimed at the Chinese market.

The disguised test mule (right) features Kia's large 'tiger nose' grille and redesigned headlights and tail-lights. It is also expected to get a revised rear bumper.

A new powertrain option will be offered in the Sportage alongside revised versions of the current 1.6-litre petrol and 1.7-litre and 2.0-litre diesel engines. This could be either a pure electric powertrain or a three-cylinder engine, but a plug-in hybrid system is unlikely.

OFFICIAL  
PICTURE



SPY SHOT  
KIA SPORTAGE







## Honda to think global, not local

HONDA IS GRADUALLY shifting its product development policy away from developing regional models to producing cars to suit all world markets.

According to well-placed insiders, Honda has concluded that its policy of producing regional variations of models, or models specifically for certain regions, has not been as successful as it had hoped, so it will now develop models suitable for sale around the world. The fact that tastes are to some extent merging across the regions is also driving Honda's decision.

This is the same strategy that Ford has adopted with its 'One Ford' plan, and has long been pursued by most premium manufacturers, but it runs counter to the tactics employed by the very successful Hyundai-Kia combine.

Honda is also likely to source each major model from only one plant in future, the factory in question responsible for producing only that model. Honda's Swindon plant will be one of them in the medium term, but it is not yet clear which model it will build.

# irmed

class-leading top speed

cooling and ventilation to the powerful engine, featuring a large, split front grille and various vents in the proximity of the front wheels.

Honda has revealed that it has so far received more than 100 orders for the reborn Civic Type R ahead of it reaching the UK in late spring. Pricing has yet to be confirmed, but it is expected to be about £30,000.

MARK TISSHAW



Binnacle shows a 7000rpm redline and '+R' setting button



Cooling needs of the turbo 2.0-litre engine are apparent

## SPY SHOT

LOTUS EVORA



# Lotus Evora revised for a March debut

THE FACELIFTED LOTUS Evora has been spotted undergoing final testing ahead of its planned public debut at the Geneva show next month.

The British sports car firm has already confirmed that it will show a lighter, more powerful version of the Evora in Geneva, a move that could further strengthen its recent sales turnaround.

These latest spy pictures reveal that styling changes will be relatively minor and focused mainly on reprofiled front and rear bumpers. A more prominent front grille can also be seen. Inside, Lotus looks set to keep its twin-dial cockpit layout, although minor improvements to materials and trim are expected.

Lotus chief

executive Jean-Marc Gales has told Autocar that the 2015 Evora will have about 15% more power and less weight than the outgoing model, as well as gaining the styling changes seen in these spy photographs.

The current Evora is powered by a 3.5-litre V6 engine, which is available in both naturally aspirated and supercharged forms. The standard car offers 276bhp and 258lb ft of torque, rising to 345bhp in the supercharged Evora S.



OFFICIAL PICTURE McLaren

## MCLAREN 675LT TO JOIN 650S

The new McLaren 675LT will generate 40% more downforce than the 650S, alongside which it will sit in the McLaren Super Series. The 675LT is to join the core range of McLaren supercars as a more track-focused alternative to the 650S and, as such, will have a range of performance enhancements.

The new model produces 666bhp and 516lb ft from its 3.8-litre twin-turbo V8, which has been revised and features lightweight components and new turbos.

The 675LT will be revealed in full at the Geneva motor show next month.

## CHOLMONDELEY DATES SET

The Cholmondeley Pageant of Power will take place on 12-14 June this year. The event is held in the grounds of Cholmondeley Castle in Cheshire and will celebrate the Lotus marque, 1980s exotica, Group B rally cars and US muscle cars.



## REVISED PICANTO DUE IN MARCH

The Kia Picanto city car has received a mid-life refresh. There are mild changes to the bumpers and grille, and the interior gets new trim and upholstery options and a redesigned fascia. The facelifted Picanto will go on sale next month.







# Kadjar crossover one of five new Renaults for 2015

Renault-Nissan Alliance chief Carlos Ghosn reveals a new-model onslaught from the French firm

**R**enault says it will launch five new cars in 2015. Announcing the move at the unveiling of the French firm's new Kadjar SUV, Renault-Nissan boss Carlos Ghosn said Renault will bring a new A-segment car, a D-segment saloon and a new pick-up truck to market this year to join the already revealed Kadjar and Espace.

Renault's plans to introduce a new, back-to-basics model in the same vein as the Citroën C4 Cactus were revealed in December with the Value Up concept car. Although at the time Renault said the model would not make it to production, it's known that

elements from the concept – including its new platform – could be used to inform the next generation of Renault's A-segment city cars.

Any new model in the D-segment for Renault is likely to herald the return of the Laguna name. Previously, Renault officials have told Autocar that the next Laguna will come with “fluid and emotional” styling, echoing themes seen on the firm's Captur, Clio, Twingo and Zoe.

The reinvented Espace was revealed at the Paris motor show in September last year, with the MPV morphing into more of a crossover shape. Although the car will be

available in both five-seat and seven-seat guises, neither option will come to the UK in the short term.

Ghosn believes the Kadjar crossover, Renault's version of the Nissan Qashqai, will give the Renault-Nissan Alliance “a scale advantage no one can match” once it reaches full production in Spain and China.

Speaking exclusively to Autocar after unveiling the Kadjar in Paris last week, Ghosn described the car as “an extremely strong product” and “a huge opportunity for Renault”. However, he was evasive about predicting the size of its success.

#### Could this become the best-selling Renault of all?

“That's hard to say. We've tested it with customers and distributors and the response has been extremely strong. It reminds us of the response we had to its sister, the Captur crossover, before that model went on sale. And as you know, Captur now leads its class in France and across Europe.

“What I can say is that Kadjar will be great at

competing with our rivals. It shares a common platform with Qashqai, and this means we can compete with the world's biggest car companies. Our competitiveness in terms of investment and parts cost should be close to the best.”

#### How important is the Kadjar's styling to its success?

“It's vital. This game will be played on the attractiveness of the product. We believe Kadjar has the same styling appeal as Captur, but we have no customers yet, so we can't be certain. With Captur, we had very good feedback, but it was nothing compared with what we have achieved in sales.”

#### Do you believe the crossover market will last?

“It will remain strong. These models offer great versatility, and all our research tells us people really enjoy that. Whether the trend will last 10 or 15 years I can't say, but for the foreseeable future – which means the next four or five years – we think demand will be strong, not just in Europe but around the world. Cars like

these make up one sale in four across the world, and one in three in China.”

#### How are recent currency shifts affecting your companies?

“The volatility began two years ago, and the effect then was negative on both our revenues and our income. Even though the euro has recently moved ‘the right way’ against the pound and dollar, we're still in adverse territory because of really large declines in Russia and Argentina.”

#### How bad are things in Russia?

“Everyone is hurting. The market was down 11 per cent last year and is forecast to drop another 20 per cent this year. That's a third of it, gone in two years. People usually scream when there's a four or five per cent decline, so you can see just how bad it is. But we will adapt. The potential of Russia is still there. We must maintain a readiness for the take-off that is coming. It is just a matter of time.”

**Nissan and Renault are great supporters of electric**



Kadjar's styling is “vital” for success



Market will "pick up, little by little" for EVs like the Zoe



Work continues on Alpine cars; profit remains a concern



#### **cars. What's your current view of the market?**

"I'm predicting steady growth from present levels. At first, we were impatient for bigger sales than we see today, but I still believe the market will pick up, little by little. Sales will accelerate from time to time as emissions laws, which are only going in one direction, tighten further.

"Technically, electric cars are a big success. They are accepted worldwide and they're the only serious option as zero-emissions vehicles. Other alternatives lack maturity and cost-effectiveness. So I believe the EV is going in the right direction."

#### **Do you need to have more electric models?**

"We don't believe it's a question of adding more cars, although the models we make have a natural lifecycle, so you'll see them being renewed. Our advantage is that we were first in the sector. We have the best understanding of the market and lots of knowledge about how people actually use electric cars."

#### **Don't you need more Renault and Nissan hybrids and plug-ins to support your EVs?**

"One type isn't a rival for another. An electric car maker needs a variety of technologies to meet the emissions challenge, but some push particular technologies more than others. You will see some hybrids in our line-up. But we're going to continue to promote the EV market because we think it makes up one of the biggest untapped market areas in the world today."

#### **Your partner in the sports car Alpine project has departed, and demand for sports cars is low in the modern market. How are prospects?**

"Sports cars are certainly niche, but they still have an enthusiastic following. Alpine is a great name, so we see it as an important asset. We're still working on the cars, but we'll be ready to talk fairly soon."

#### **Do you think Alpine can be profitable?**

"This [long pause] is what we are studying..."

**STEVE CROPLEY**

#### Tester's Notes

## Matt Prior



Cayman GT4 will be raw enough to distance it from a standard 911

**T**hey've finally done it, then. After years of holding back the full potential of the Cayman, and tacitly admitting as much, Porsche's management team have finally given the company's engineers the nod to let the mid-engined sports car be all it can be.

The Cayman GT4, which will be officially unveiled at the Geneva motor show next month, will be the first Cayman to get more power than a new 911. At 380bhp, the GT4 is 35bhp more powerful than a 'base' 911 Carrera, hitherto territory that a Cayman has been disallowed to chart, in case it sailed across the path of Porsche's larger, rear-engined car.

For more than half a century, Porsche has so carefully managed the physics of a car with an engine behind its rear axle that it has remained the finest sports car in production.

For the past decade, meanwhile, it has carefully managed the output of the

## Porsche's engineers have finally had the nod to let the Cayman be all it can be

inherently better balanced Cayman, so that it doesn't pinch sales from its larger, more profitable brother.

But this moment has, slowly, been coming. The 2011 Cayman R was the first Cayman to get a better power-to-weight ratio and torque-to-weight ratio than a 911. It was brilliant – so brilliant that we named it Britain's Best Driver's Car that year.

Even so, the R was more Cayman 'Plus' than Cayman 'GT3' in character – enhanced Cayman road car rather than

cut-price, stripped-out racer. The only way you'd have been disappointed with that was if you expected it to be like one of Porsche's motorsport-derived cars instead.

I wonder, though, whether ultimately that made the R more likely to trouble the minds of those who were wondering whether they'd like to buy a Porsche with the engine in the back or the middle. Yes, they were different, but both made fine everyday sports/GT cars.

I imagine there will be no such concerns this time around. If you're thinking about buying a 911 Carrera, the fact that there is a more powerful Cayman out there for less money is less likely to be a factor when the Cayman in question sits 30mm lower than standard, on 911 GT3 suspension, and has bucket seats from the 918 Spyder hypercar. It should be, in other words, extremely raw, and not like an entry-level 911 at all. This 991-generation Carrera has been nudged a little more towards the grand touring spectrum than ever, and my suspicion is that the GT4 will therefore not affect 911 Carrera sales one iota.

The only question now is whether the GT4 is good enough to alter the course of the 911 GT3. Or, more pertinent, given that the GT3 can only be had with a dual-clutch automatic gearbox and the GT4 is manual only, whether it already has.



Cayman R won our 2011 Britain's Best Driver's Car

[matt.prior@autocar.co.uk](mailto:matt.prior@autocar.co.uk)

[@matty\\_prior](https://twitter.com/matty_prior)





# GO 3NJOY

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**MG3 Fuel consumption mpg (l/100km) for MG3 Range:** Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

**MG6 Fuel Consumption mpg (l/100km):** DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown – MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)





A Week In Cars

# Steve Cropley



Renault boss Carlos Ghosn is impressive for his laser focus

## MONDAY

Wonderful week for new cars. Started with a day trip to Paris to watch Renault chief Carlos Ghosn unveil the new Kadjar crossover, which follows the familiar modern pattern of being an appealing model with a funny name, because all decent 'handles' have been taken. In a quick one-to-one, I found Ghosn surprisingly cagey about the car's sales potential – more cagey than I would be on his behalf, because the model looks great and its underbits are not only well proven, but proven desirable by record-breaking sales of the Qashqai, the Kadjar's Nissan twin.

Interviewing someone like Ghosn is nerve-wracking, because his answers are so fact-packed and precisely edited that you need all your concentration either to pick up on what he's just said or to move to a new subject and make best use of your time available. Up close, Ghosn seems so focused that he makes a magnifying glass look like the bottom of a Coke bottle. But I can't help wondering how this extraordinary bloke, around whom an industry revolves, will cope with retirement, only a handful of years away.

## Crossman's concern is that Honda is unfairly seen in the UK as a failing enterprise

### TUESDAY AM

Quick sojourn on favourite roads in a 3.6-metre surprise package called the Hyundai i10, my favourite of the current tinies. One minute it feels big (cruising motorways), the next it feels small (when you're sticking it down country lanes at speeds that would daunt

anything bigger and wider). Fully loaded, an i10 costs a paltry £10,800, yet you could drive it around the world in ease and comfort, enjoying every mile.

### TUESDAY PM

Uplifting hacks' dinner with Honda UK boss Philip Crossman and his management team, who laid out an impressive UK recovery strategy that involves launching six new cars in the next six months: CR-V, Civic, Civic Type R, HR-V, Jazz and NSX. That's quite a line-up.

Crossman's concern is that Honda, which makes 4.4 million cars a year and spends a cool £3.5 billion on R&D, is unfairly seen in the UK as a failing enterprise, because in recent years it has been hit by a catastrophic decline in the yen



Hyundai i10 is a cracking little car

plus a couple of huge natural disasters that decimated key factories and delayed vital products. Business abruptly halved from the halcyon, 100,000-a-year days of 2007-2008. Better times are coming, though, and for this closet Honda fan (11 Honda motorbikes and counting) that's exciting.

### WEDNESDAY

Morning pow-wow to put the finishing touches to Autocar's bigger, better motorsport coverage, which is about to begin. Rather than running a sport column, we've decided to dedicate the space (and more) to features and track tests that will embrace both F1 and other fascinating codes and characters. We're well stocked with ideas, but if you have a suggestion burning a hole in your pocket, as it were, our

head of content, Matt Burt (matt.burt@haymarket.com), would love to hear it.

### THURSDAY

Up early to beat the traffic on a trip to Lotus to try the new paddle-shift Exige S. It's not exactly a new car, but there hasn't been a two-pedal version before. High-achieving Lotus boss Jean-Marc Gales (who is about to deliver the first stage of his promised expansion by hiking his first year's sales by 63% to 2000-plus units) reckons the model could add as much as 40% to Exige volume, because Far Eastern demand for self-shifters is so strong. I found the car perfect for beating up the ancient, skinny roads of Norfolk; in a car weighing not much more than a tonne and with 345bhp, it helps to be able to keep two hands on the wheel.

## And another thing...

At Lotus, spotted this active-ride Esprit prototype in which I was once driven flat-chat around Brands by Nigel Mansell. Still have the taped interview featuring lots of tyre squeal.



steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £33,000 (EST)  
ON SALE JUNE



# Audi TT Roadster 2.0 TFSI

**3.2.15, Palma, Majorca** TT gains open-air appeal at the expense of two rear seats and little else

**Y**ou want an Audi TT. You like a bit of open-air action, but you're worried that opting for the fabric roof – at a premium of about £1700 over the coupé – might make the whole thing feel a bit soggy to drive. Well, fear not.

Measures have been taken to ensure that removing the roof doesn't also remove the fun. These include the use of extra moulded aluminium struts around the base of the A-pillars, sides and underside. In total, the revisions have added about 90kg to the already fairly lightweight and rigid TT. The roadster's roof, which weighs a modest 39kg, can be raised or lowered at road speeds of up to 31mph in just 10 seconds.

This 2.0 TFSI will be the biggest-selling engine, and we're driving it complete with front-wheel drive and a six-speed dual-clutch automatic gearbox, a combination that will be available to order from next month.

It is impressive how unaffected

the TT is by its roof removal. Sure, you get the odd quiver through the body over awkward camber changes and rutted, undulating surfaces, but during road use the roadster is virtually as good to drive as the coupé, and that's saying something.

The light, variable-ratio steering gets quicker as you apply more lock, making it easy to execute dramatic direction changes with precision, just as it also makes light work of an urban mooch. There are more communicative, natural-feeling steering set-ups out there, but the TT gives you confidence in what the front wheels are doing and how much grip there is to play with.

Even in this front-wheel-drive model, grip is not something that's in short supply. Of course, you'll get plenty of understeer if you plough into a corner too quickly, but the TT is poised and grippy, with good brake feel to help get the weight balanced properly. The only uncouth attribute this car has is its tendency to spin its

wheels very easily under moderate to heavy throttle inputs in anything but bone-dry conditions. Adding Audi's quattro four-wheel drive (for about £2000 extra, and only with the S tronic gearbox) sorts this out and could be worth it if you deal with dodgy rural roads frequently. Even with quattro, the TT's first response in heavy cornering is to understeer,

The Audi is a lot of fun yet easy-going. It ticks all of the practical and financial boxes, too



Fabric roof can be stowed or raised in just 10 seconds, at road speeds of up to 31mph





The dashboard has been transplanted from the coupé, including its high-tech digital instrument display, and adds to the car's classy atmosphere



There's a bit of back-draft bluster with the top down and a wind deflector is an extra £425, but the automatically deploying spoiler is standard

but appropriate throttle feathering cures that, and you can even tickle it into lift-off oversteer.

The roadster has a slightly different damper set-up from the coupé's, and the resulting ride cushions the worst bumps while restraining untoward body roll. Certainly, on Majorca's impressively smooth roads, it seems that the standard set-up is more than good enough to make the S line suspension or optional adaptive dampers unnecessary additions.

This engine is really flexible and delivers vigorous thrust from low revs, accompanied by a reverberant, hollow moo from the exhaust that entices you to stretch through the rasping tones of the upper revs.

We'd go for a manual gearbox, simply because it's more fun, but for those more conscious of ease of use than driver reward, the S tronic slurs through the ratios smoothly and is quick-witted and enjoyable with a bit of flappy-paddle action.

Refinement is no barrier to daily enjoyment. The fabric roof is heavily insulated and keeps wind noise to a subdued flutter, although you get a fair bit of wind coming over the back deck with the top down, so it's a shame that the retractable wind deflector is a £425 option. Rear visibility is hampered by the roof when it's up, too.

The dashboard is a wondrously high-tech affair that is unchanged from the coupé, so you get the huge digital display that encompasses the crucial dials and all ancillary readouts within the driver's binnacle.

The comically tiny back seats of the coupé make way here for an enclosed area into which the roof neatly tucks itself, leaving a useful 280 litres of boot space (down from 305 litres in the tin-top) – more than enough for normal daily use.

Overall, if you're in the market for this TT, you're probably considering it against lower-end petrol versions of the Mercedes-Benz SLK or BMW

Z4 and, on this evidence, we'd say the TT is the better package.

It's not the last word in dynamic zing, but then neither are its rivals, and the Audi is a lot of fun while also being easy-going. It has all of the practical and financial boxes ticked,

too, including solid residuals, a competitive list price and reasonable running costs. No need to make a head versus heart decision, then, even if this is a 'want one' kind of car. You want it? You'll love it.

**VICKY PARROTT**



#### AUDI TT ROADSTER 2.0 TFSI S TRONIC

It loses the coupé's useless rear seats but is otherwise near enough uncompromised by the conversion



Price	£33,000 (est)
Engine	4 cyls, 1984cc, turbo, petrol
Power	227bhp at 4500-6200rpm
Torque	273lb ft at 1600-4300rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1350kg
Top speed	155mph
0-62mph	6.1sec
Economy	42.8mpg (combined)
CO <sub>2</sub> /tax band	153g/km, 23%

MANUFACTURER'S CLAIMED FIGURES



**0% APR.\* ZERO DEPOSIT.**  
REPRESENTATIVE



MAZDA3



**mazda**

Offer now includes £500 Mazda Deposit Contribution and is available on Mazda Personal Contract Purchase. For more information or to book a test drive, search Mazda3. DEFY CONVENTION.

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO<sub>2</sub> emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. \*0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.



## QUICK FACTS

PRICE £72,523  
ON SALE EARLY MARCH

# Porsche Cayenne GTS

**4.2.15, Sweden** The most driver-focused Cayenne ditches V8 power for a twin-turbo V6

**O**ur experience of the latest Porsche Cayenne, in all its forms, continues. This time around, in Sweden of all places, it's the turn of the GTS, the wilfully sporty (but not the fastest) version of Porsche's best-selling model.

For most people, the standard Cayenne is plenty sporty enough. Even the diesel-engined variants tend to feel seriously brisk. With the GTS, however, the Porsche engineers assume you're a special kind of patriarchal head case and perform a series of tweaks that include lowering and stiffening the steel coil-sprung suspension (slightly less if you opt for air springs).

The aim is tighter body control and superior lateral grip. Previously, this racier attitude came with perfectly matched propulsion in the shape of Porsche's naturally aspirated 4.8-litre V8 – a combination that positively radiated performance heft.

Predictably, that engine is now considered as dirty and as outdated as an oil-burning street light and has been replaced with the same twin-turbo 3.6-litre V6 that we've sampled in the cheaper Cayenne S.

Except that it isn't quite same, because Porsche has tweaked the software code to get an additional 20bhp out of it – 20bhp more, in fact, than the old V8 developed. It does this while emitting about 23g/km less CO<sub>2</sub> and managing greater distances between fuel stops.

It also makes the car handily lighter – by about 120kg over the latest Turbo. The GTS also has the 20in RS Spyder alloy wheels, deeper sills, fatter arches and larger air intakes that typically go with the badge.

Inside, mostly thanks to the Alcantara on the doors, pillars and rooflining, the GTS feels expensively athletic, like wearing a Gore-Tex-lined trail shoe. Not covering the

steering wheel in the stuff seems like a missed opportunity, though.

Like all Cayennes, it's as well insulated as a hobbit hole and just as snug. Sweden's snow-covered roads are not the best place to evaluate ride quality, but the suggestion is that the GTS chassis compromise is very well judged indeed.

The V6 engine follows suit. It's responsive, eager and far quicker than the old V8 from low revs. It's very refined, too. Twinned with an excellent eight-speed automatic gearbox, the accumulation of crank speed would almost be syrupy if it weren't accompanied by so much torque – 442lb ft from just 1600rpm.

The engine isn't shy at the top end, either, although above 5000rpm, where the torque spirals away, is possibly where an enthusiast might start to pick holes. Its last 1500rpm is a determined, slightly restrained final emptying of the lungs. So

particularly keen drivers no longer have such a compelling reason to sample the engine's redline, which, if nothing else, makes it that bit harder to differentiate the model from its stablemates.

That distinctiveness is clearly crucial when you consider the premium the GTS commands over the car that shares its engine. The Cayenne S, only modestly less punchy, is about £12k cheaper.

Obviously, there's trim and spec levels to consider, but the improved handling characteristics on offer are impossible to judge on snow. As a result, our final verdict on the GTS is still very much to come.

**NIC CACKETT**

## PORSCHE CAYENNE GTS

Hyper-smooth and quick with its new V6 powertrain, but not necessarily soulful



Price	£72,523
Engine	V6, 3604cc, twin-turbo, petrol
Power	434bhp at 6000rpm
Torque	442lb ft at 1600-5000rpm
Gearbox	8-spd automatic
Kerb weight	2110kg
Top speed	163mph
0-62mph	5.2sec
Economy	28.8mpg (combined)
CO <sub>2</sub> /tax band	228g/km, 35%



There's lots of Alcantara inside but none on the steering wheel; the turbocharged V6 delivers plenty of performance from low revs



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Verso Icon 7-Seat MPV 1.6 D-4D Manual (6-Speed). Official Fuel Consumption Figures in mpg (l/100km): Urban 51.2 (5.5), Extra Urban 72.4 (3.9), Combined 62.8 (4.5). CO<sub>2</sub> Emissions 119g/km. The mpg and CO<sub>2</sub> figures quoted are sourced from official EU-regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Verso Icon 7-Seat MPV 1.6 D-4D Manual (6-Speed) at £21,995.00. Prices correct at time of going to press. \*0% APR Representative only available on new retail orders of Verso (excluding Active) when ordered between 16th December 2014 and 31st March 2015 and registered and financed through Toyota Financial Services by 30th June 2015 on a 36 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 36 month AccessToyota contract with £6,007.50 customer deposit and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office, Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with these offers. Excess miles over 30,000 miles charged at 9p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.



**QUICK FACTS**  
PRICE £15,995  
ON SALE MARCH



# Mazda 2 1.5 115PS

**2.2.15, Barcelona** Likeable supermini shows what it can do with a more powerful petrol engine

**E**arly drives in the new Mazda 2 have revealed it to be a very fine supermini indeed, but not quite a class-leading one – the seemingly unstoppable Ford Fiesta entering a seventh year as leader of the class.

Ahead of the new 2's imminent UK launch, we've now had a chance to sample another, more potent flavour of it, those earlier drives having been limited to the mid-range 89bhp 1.5-litre petrol version.

That normally aspirated engine is also offered with an entry-level output of 74bhp or in the range-topping 113bhp guise tested here, the more powerful one promising to give the 2 the extra bit of fun factor needed to topple the Fiesta. A 1.5-litre Skyactiv diesel is also offered.

The top-spec engine goads you to rev it to access the performance,

making it entertaining if you can keep the momentum going. The motor is mated to one of the slickest manual gearboxes in the class, the six-speed unit encouraging positive shifts. Drive it at lower revs and it's altogether much smoother and more relaxing.

So the 2 feels good to drive, not only because of its powertrain but also because its steering is well weighted and allows the car to be placed accurately on the road. Turn-in is sharp and the ride comfortable. It gets the basics right, in other words – not something that can be said for all of its rivals.

This version suffers from the same problems as the lower-powered ones, mind, namely little low-end torque and overly long gearing, which makes getting anywhere in a

hurry a real effort. The flipside to that willingness to be pushed is that the engine can be surprisingly vocal. At faster motorway speeds, engine noise never entirely fades into the background.

Mazda is keen to emphasise its strategy of "right-sizing the engine rather than downsizing", which has its benefits, with real-world economy in the early 50s, for example. However, you can't help but miss the extra zest, charm and better low-end shove that Ford's three-cylinder turbo Ecoboost provides. Stick one of these in the 2 and I've a sneaky suspicion that the 2 would really give the Fiesta something to worry about.

The 2's interior is a huge improvement on the old car's in design and perceived quality, and it has an infotainment screen that is

controlled by a rotary knob next to the handbrake. The sat-nav provides some of the clearest mapping out there and clearly spoken instructions that won't leave you reaching for the mute button – more evidence of the basics being done well.

This range-topping 2 has plenty going for it, then. It's a true all-rounder in the class and is likely to be a fine car to own, albeit pricey in this guise next to its equivalent key rivals.

The Fiesta remains the best car in the class to drive, but the 2 deserves to be at the top of your supermini shopping list.

**MARK TISSHAW**

## MAZDA 2 1.5 115PS SPORT NAV

**A fine all-rounder; good if not fun to drive in range-topping petrol form**



<b>Price</b>	£15,995
<b>Engine</b>	4 cys, 1496cc, petrol
<b>Power</b>	113bhp at 6000rpm
<b>Torque</b>	109lb ft at 4000rpm
<b>Gearbox</b>	5-spd manual
<b>Kerb weight</b>	1055kg
<b>Top speed</b>	124mph
<b>0-62mph</b>	8.7sec
<b>Economy</b>	56.5mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	117g/km, 16%



New 2 looks and feels much better inside than its predecessor; 1.5-litre engine rewards those willing to rev it, but it's quite vocal

MANUFACTURER'S CLAIMED FIGURES





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997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
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PANAMERA DIESEL » 305+ BHP

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SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DE-LIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420 /450 CDI V8 » 358 BHP

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X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
730D » 290+ BHP  
X5 4.0D / 740D » 370 BHP  
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**QUICK FACTS**  
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# Lotus Exige S Roadster auto

**4.2.15, Hethel** Most focused Lotus roadster gains a six-speed automatic and paddle shifters

**M**odern sports car buyers love automatic gearboxes. This much we know because so many successful makers now sell cars in south-east Asia, where such transmissions are popular, and because even Europeans have come to enjoy the self-shifting properties of the many dual-clutch automatic cars now on the market.

So sure is Lotus that even its rawest and most focused model – the 1.2-tonne, 345bhp supercharged Exige – will attract more buyers with a self-shifter that it has built such a car, using a conventional Aisin six-speed automatic 'box but giving the driver exceptional control over gearchanging by using its own control software and providing an elegant pair of alloy shift paddles.

The Exige is related to the Elise, but it's styled differently and is a

little longer in the wheelbase. The biggest difference is its Toyota-derived 3.5-litre V6 petrol engine, which has control software and a supercharger designed by Lotus. The auto 'box adds £2000 to the price and is offered as an option on both coupé and drop-top versions of the Exige.

The automatic Exige is almost exactly as quick as the manual version. It's capable of 0-60mph in a deeply impressive 3.8sec and 0-100mph in just 9.2sec, and the performance is easily deployed using a superbly weighted accelerator pedal and a hard-pressed traction control system. In fact, the best thing about this car is its easily accessible performance; not many performance cars as low and small as this can go as fast, and the thrust continues unabated well beyond 120mph.

All Exige Ss come with a selector

offering three driving modes: Off, Standard and Sport, which adjust chassis stability, throttle 'alertness' and the exhaust note. Sport seems most interesting since it allows some cornering slip on the limit, while rescuing you from disaster, and a sporty exhaust note most of the time.

For track-minded enthusiasts, there's an extra-cost Race setting, the set-up that Lotus's talented band of engineer-hotshoes have devised to make the car go around a track as quickly as it can. The rest of the car certainly supports such use, with unassisted steering that's superbly accurate and perfectly weighted at speed, plus brakes that are hugely powerful and easy to modulate.

The seats are spare but comfortable. The cabin feels snug and businesslike but distinctly old-fashioned against something like a

Porsche Boxster. But in the Lotus, the performance dominates, as intended. The equivalent Porsche feels rather large and even a little cumbersome by comparison, although it is far better protected from effects like wind noise than the Lotus.

Still, this is a small, none-too-versatile sports car that's showing its age in some ways, and a price approaching £60,000 is solid indeed. If you want a brisk cruiser, there are better options, but if you truly desire the Exige's exceptional performance-with-roadholding, it probably looks like a bit of a steal.

**STEVE CROPLEY**

## LOTUS EXIGE S ROADSTER AUTO

Exciting but pricey; slick-shifting six-speed automatic only makes the Exige better



Price	£56,600
Engine	V6, 3456cc, supercharged, petrol
Power	345bhp at 7000rpm
Torque	295lb ft at 4500rpm
Gearbox	6-spd automatic
Kerb weight	1182kg
Top speed	145mph (governed)
0-60mph	3.8sec
Economy	29.4mpg (combined)
CO <sub>2</sub> /tax band	222g/km, 35%

MANUFACTURER'S CLAIMED FIGURES



In the spartan cabin, the paddle shifters don't move with the wheel; supercharged V6 puts out 345bhp and thrives on higher revs



**QUICK FACTS**  
PRICE £40,000 (EST)  
ON SALE APRIL



# Kia Sorento KX4

**2.2.15, Sitges, Spain** This new generation of Sorento ramps up the comfort and sophistication

**W**hen it arrived in 2002, Kia's flagship SUV was a large and rather crude body-on-frame vehicle, popular for its good looks, low price and mammoth towing ability. But Kia soon turned the Sorento into a more sophisticated, monocoque 'urban' model.

With this third-generation Sorento, in UK showrooms this spring, it has begun chasing sophistication in earnest while continuing to provide the previous models' space and utility. The Sorento now has a bigger and more stylish body, improved interior quality and equipment and the promise of better dynamics.

All of this comes at a cost, though. There will be a price hike of about five per cent across the range, so the entry-level KX1 will cost about £29,000 and the KX4 we drove –

fully loaded with gadgets such as park assist, radar cruise control and lane departure warning – will break the £40,000 barrier.

Mind you, it's not all sophistication. Sorentos will be sold in the UK with just one engine: a Euro 6 version of the faithful, slow-revving, four-cylinder 2.2 CRDi that develops 197bhp at 3800rpm, plus 325lb ft from 1750-2750rpm.

The first thing you notice about the new Sorento is that it's bigger than before. Kia has modified the underpinnings of the outgoing model so that the wheelbase is now 80mm longer and overall length has grown by 95mm (to 4780mm). It's also a shade wider and a little lower, but there are considerable gains in head room and rear leg room.

Kia is on an all-out hunt for refinement, so the suspension

parts are familiar but the subframe mountings have been enhanced. The electric power steering servo motor has been shifted from the steering column to the rack, nearer the action, in order to improve precision, and soundproofing occupies well over double the area it once did.

The result is a very quiet and smooth-riding car, as far as one can judge on the smooth roads of Spain. The steering is certainly an improvement. The handling bias is tilted towards mild understeer (in the wet, you can reach the limits of the standard ESP), but there is good dry grip and the brakes seem powerful and easy to modulate.

The engine provides smooth, flexible performance, the Sorento cruising quietly thanks to its tall gearing. Acceleration (in heaviest KX4 guise with the optional

six-speed automatic gearbox fitted) is quite decent, with a claimed 0-62mph time of 9.6sec.

The new Sorento has the practicality and easy demeanour to fit happily into many a UK family. Judged against even the best standards, it is comfortable and quiet, and the seven-year warranty provides another inducement.

It doesn't have the name appeal and genuine off-road ability that comes at extra cost in a Jeep or Land Rover, but if it's a hard-working and spacious SUV you want, it'll be hard to look past the Sorento, even at the higher (but as yet unspecified) prices.

**STEVE CROPLEY**

## KIA SORENTO KX4 AUTO

**Third-gen crossover is improved on all fronts, especially space, refinement and cabin quality**



<b>Price</b>	£40,000 (est)
<b>Engine</b>	4 cys, 2199cc, turbodiesel
<b>Power</b>	197bhp at 3800rpm
<b>Torque</b>	325lb ft at 1750-2750rpm
<b>Gearbox</b>	6-spd automatic
<b>Kerb weight</b>	1849kg
<b>Top speed</b>	127mph
<b>0-62mph</b>	9.6sec
<b>Economy</b>	43.5mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	172g/km, 30%



Perceived quality has taken a jump forward in the roomier cabin; cruising ability is aided by a smooth, quiet engine and supple ride



# Infiniti Q70 2.2D

**3.2.15, London** A revamp for Infiniti's 5 Series rival includes a new four-cylinder diesel engine

Infiniti's large executive saloon, the Q70, has been given a facelift for 2015, aimed at improving refinement and turning it into a car that warrants consideration against talented rivals such as the Audi A6, BMW 5 Series and Mercedes-Benz E-Class.

Alongside a freshening up of trim levels and sharpening of the car's looks, the big news is the arrival of a Mercedes-sourced four-cylinder diesel engine. Previously, the only diesel offering in the Q70 was a 3.0-litre V6 that was too dirty and expensive to genuinely tempt buyers.

The changes give the Q70 line-up an altogether different complexion. The four-pot diesel engine allows a significantly lower starting price for the range (£32,650, rather than around £40k) and promises much-improved fuel economy (a claimed

average of 57.6mpg) compared with the diesel V6, which remains in the line-up. That's good news for company car buyers.

The Q70's interior is a very nice place to be. While a little fussy in places, with a lot of buttons on a lot of surfaces, it feels plush and nicely put together. Visibility out is generally good and the range of adjustment on the front seats means that even the most fussy occupants will easily get comfortable. With the front seats pushed all the way back, you can still squeeze a pair of six-footers into the rear seats, too.

Comfort is what this car is good at. The suspension happily smooths out poor road surfaces, insulating the occupants from all but the most severe chasms in the road surface.

If you want a car to drive enthusiastically, however, this is

not it. The Q70 is comfortable and composed, rather than dynamically adept. If you try to press on down a twisty road, the Infiniti feels big and ungainly. A BMW 5 Series is more rewarding to drive.

Performance from the 2143cc diesel engine is perfectly acceptable. The 168bhp output doesn't look particularly generous, but the Q70 never feels slow or short on puff. The seven-speed automatic gearbox can be wrong-footed at times, but in general there isn't much to complain about. The car is quick enough off the mark in town and happily tramps along at motorway speeds.

The four-pot diesel engine can be vocal at low speeds and when it's under load, but it's no worse than the equivalent BMW unit, and the noise fades right away at motorway speeds.

In terms of practicality, the Q70 comes up short in comparison with all of its main rivals. Its 450-litre boot volume is some way adrift of the 5 Series' 520 litres, for example, and the rear seatbacks don't fold down to extend the boot's length, although you do get a ski hatch instead.

The Q70 is never going to be the default choice in a segment where so much of the shortlisting process is done by the car's badge. Most of its main rivals remain better to drive, too, but if you're prepared to look past the usual suspects, this facelift makes the big Infiniti a far more enticing prospect than before.

**NIGEL DONNELLY**

## INFINITI Q70 2.2D PREMIUM TECH

It'll never be the default choice, but the Q70 is now a more credible alternative to its German rivals



Price	£36,750
Engine	4 cyls, 2143cc, turbodiesel
Power	168bhp at 3200-4200rpm
Torque	295lb ft at 1600-2800rpm
Gearbox	7-spd automatic
Kerb weight	1896kg
Top speed	137mph
0-62mph	8.9sec
Economy	57.6mpg (combined)
CO2/tax band	129g/km, 21%

MANUFACTURER'S CLAIMED FIGURES



Fascia is festooned with buttons, but the cabin is roomy and comfortable; dynamically, the ungainly Q70 is no match for a 5 Series

## QUICK FACTS

PRICE £36,750  
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# VALUE: ADDED

## THE NEW MITSUBISHI L200 CHALLENGER

**C**reating something special from something straightforward is a nice way to make a living.

From a yard near Exeter, Ben Prior handcrafts slate kitchen worktops for those folk who understand the practicality and surprising affordability of this stylish blue-black rock.

To fetch raw slate from the Delabole quarry in North Cornwall, Ben has been using an L200 4Life, one of the entry-level versions of Mitsubishi's legendary pick-up – but that's about to change. And he's after another L200: with a one-tonne payload and the option to tow up to 2,700kg – the 4Life has always been ideal for his works.

over the past few years, has been a lot. But the really big L200 Challenger bonus isn't in its ability to fulfil all Ben's work needs. It's in its ability to work as a family car too.

Its specification would not look out of place in a much more expensive model – look at this lot: climate controlled air-con; chrome trim; 17in alloys; side steps; privacy glass; auto wipers and lights; electric windows; front skid plate; rear bar; central locking; a central info display with a surprisingly useful compass. And there's built-in Bluetooth for Ben's business phone. He can even have leather seats.

**“THE CLINCHING L200 DIFFERENCE IS VALUE. YOU'D EXPECT TO PAY MORE FOR MORE – HERE YOU PAY LESS AND GET MORE”**

Ben had planned to cash in on the high residual value of his 4Life and replace it with another – till he heard about the L200 Challenger.

This new L200 model loses none of the 4Life's do-it-all functionality but has an improved 3,000kg towing capacity, Super Select 4WD and a high-torque 175hp diesel engine that delivers strong performance and everyday MPG figures in the high 30s.

This is a strong combination that gives Ben the best chance of getting through whatever nature throws at him – which, in England's West Country

The clinching L200 Challenger difference is value. Normally, you'd expect to pay more for more – but the L200 Challenger's financial proposition is less for more. With a five-year warranty, it comes in at under £16,500 excluding VAT. “My work's all about adding value to something,” says Prior. “I expect to get the same from the businesses I patronise. With this new L200 I'll get that. I'll have all the utility I need, plus a great spec that make work trips more relaxing and productive, and my family can enjoy it too.”

### THREE THINGS TO LIKE ABOUT THE NEW L200 CHALLENGER

There's nothing new about the idea of injecting luxury into a workmanlike pickup. What is new about the L200 Challenger is that it combines fun and function at a great price. How does L200 4Life owner Ben Prior see it?

1



#### IT'S A WORKHORSE

“I've never had any trouble with my 4Life and I expect no change with the L200 Challenger. It makes perfect sense to me and to my accountant.”

**L200 CHALLENGER KEY FACTS**

**PRICE FROM £16,499 +VAT**

**ENGINE 175BHP**

**ALLOY WHEELS 17in**





2



#### IT'S A CAR

"My L200 4Life is great but at the end of the day it's a work vehicle. The L200 Challenger is different. A quick hose down and it's a real family car."

3



#### IT'S INCREDIBLE VALUE

"I don't know or care about how Mitsubishi has put together this package so cheaply but it's a no-brainer. It's my next truck."

CRUISE CONTROL

MAXIMUM BRAKED TOWING CAPACITY **3000KG**

SUPER SELECT 4WD SYSTEM

PRIVACY GLASS





# GT3's A CROWD

Is there room between the superb 911 GT3 and Cayman GTS for another landmark Porsche? **Matt Saunders** sees if the new 911 GTS fits that slot

PHOTOGRAPHY LUC LACEY

**F**oreman's power with Hagler's chin. Jagger's strut and Jimi's virtuosity. A tender fillet steak that tastes like rump. Maybe that's what we're in the company of with the new Porsche 911 Carrera GTS. Just maybe.

By parachuting a new performance derivative into the gap between its greatest existing sports cars, Porsche seems to have attempted to split the difference between the 911 GT3 (third at last year's Britain's Best Driver's Car) and the Cayman GTS (fourth at BBDC 2014). To have created,

perhaps, a car with most of the awesome power and purposefulness of the 911 GT3, as well as the playfulness and accessibility of the Cayman GTS. If such a thing is even possible. The very idea seems a naïve, wishful simplification.

Naïve or not, it's reason enough to get the three together and investigate the credentials of this relative unknown. The 911 GTS has landed. And to give it every chance, we've headed to some of the greatest driving roads in the UK, across the Brecon Beacons – but only to those ➔



Three Porsche sports cars (and cold testers) await the roads of the Brecon Beacons





RJ





**Every flick of the  
Cayman's steering  
gives sublime  
directional response**



The 911 GTS has high-rev thrills, the Boxster more mid-range thrust



◀ roads. No track space has been granted for the 468bhp GT3 to warm its Cup tyres, stretch its legs and blow its less powerful brethren into the weeds. There's just a narrow ribbon of mountain pass in a typical Welsh mid-winter, and one overriding question hanging in the air like the mist over the valley below: how much room can these two incredible driver's cars possibly leave for a third?

'Not much' was my initial instinct. But then you glance at the technical specs and spare a thought for the context into which the new GTS is coming. And, for a while, you wonder.

Remember the stink kicked up in certain corners of the specialist automotive media about the lack of a manual transmission option with the GT3? Well, the GTS gets one – and not just any one, but the seven-speed manual of the current 991 generation of the 911, respecified and retuned for better shift feel.

Next, get this: according to Porsche, the GTS is lighter than the GT3. Only by 5kg, but that's before you've had the 'club sport' half-cage bolted into the back of the GT3, whose lightweight panels, forged wheels and pared-down cabin are evidently offset by the weight of that PDK gearbox and more complicated chassis tech.

That's to say nothing of the 911 GTS's real selling point relative to its bigger brother: usability. Generations

ago, Porsche offered its GT3 track day hero in a more pragmatic 'comfort' specification. Not so any more.

The cue for our get-together, then, is a 911 that's faster and considerably more powerful than an original 996 GT3, but with added civility and more creature comforts. Aside from all that, its make-up isn't at all complicated. This is ostensibly a Carrera S with the optional 'power kit' engine upgrade, the same wide body and axle tracks as the Carrera 4 and GT3, and a PASM adaptive suspension system with 10mm of ride height taken out and some firmer settings put back in. It also gets all of the mechanical must-haves of the 991 options list (sports exhaust, dynamic engine mounts, torque vectoring and a limited-slip differential) fitted as standard.

The specification of the other two Porsches is familiar enough not to need repeating. Neither the 911 GT3 nor Cayman GTS has been through a full Autocar road test – and for sports cars of such incredible stature as these two, that's regrettable.

Timing was the problem with the GT3. By the time the car's well-documented engine modification programme had been completed last year and Porsche GB could lend us a right-hand-drive test car, the automotive agenda had moved on.

With the Cayman, we've no such excuse. We dared to assume that this

was just another series-production, lower-order Porsche. Until we drove it – when it became clear that it wasn't 'just' anything.

Naturally, you're lured first to the extravagantly meshed and bespoilered, ground-hugging GT3, loitering in a Carmarthenshire car park with all the simmering visual menace of a track prototype. From its gaping front air ducts, past its enormous carbon-ceramic brakes to that huge rear wing, the GT3 has true hardcore performance character. It shows up the GTS as a tribute act so pale by comparison that you'd think the gap between their respective prices was more like £90k than £9k.

Not that you can order your own £100,540 GT3 any more. With an RS version soon to be unveiled, production of the first motorsport-derived 991 is all but finished, and buyers who've left it this long to secure one must now scour Porsche's dealer stock for pre-registrations and nearly new examples. Which don't come cheap, by the way. The wave of positive press coverage that the GT3 has enjoyed has coincided with a winding up of supply that's clearly surprised many and has resulted in prices rising beyond £140,000. In the way it so often does, the market has endowed this very special Porsche with a price to better reflect its spectacular abilities.

The first of which comes courtesy of what's sitting immediately behind the rear axle. The GT3's 3.8-litre flat six is its crowning glory. The forged aluminium and titanium internals and rocker arm valve train ring and clatter to make it sound as though the engine is chewing itself to pieces as you gradually let it warm through. It also uses plenty of oil, although the trip computer will politely tell you when it needs a top-up.

But all is forgotten when it's on song and spinning through its incredible repertoire. Response is diamond sharp, power delivery building from urgent to dramatic as the tachometer sweeps from 4000rpm towards 6000rpm. Above 6000rpm, it's downright astonishing, matched on furious sense of occasion by only a handful of the very finest performance engines in the world, and vastly more dazzling than what the softer-edged GTS's 3.8 can serve up.

And it's fast – untouchable in this company. The turn of speed that the GT3 can put on feels much more savage than its headline power output suggests. On the road, by the time you've sampled 8000rpm in second gear, the temptation to drink it all in again in third may be more than your driving licence can stand.

The GTS is a fast sports car, sure – moreover, a fast 911. Its performance is as remarkable for operational →



GT3 has a tactile wheel and seven-speed dual-clutch 'box'; 911 GTS has a refined, sporting air and a seven-speed manual; Boxster has a six-speed manual and driver-led layout



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← range and woofling, velvety texture as it is for outright pace. But if you're looking at the apparently insignificant 28bhp per tonne difference between the two cars and betting that they can't feel that different under your right foot, you'd be amazed by the difference in actuality. It's stark – much bigger, say, than the previous Ford Focus RS was compared with the equivalent ST.

There again, you may be inclined to think: "So what?" What good is 468bhp if you can't really use it on the road? But follow that argument to its logical conclusion and you don't end up with a rationale to buy a 424bhp, £91k 911 GTS, but its little namesake.

The 335bhp Cayman GTS has one less gear ratio than the 911 GTS but gives up less to the newcomer on torque than power. It's no giant-killer on pace, belonging in a lower performance division than either of its siblings. But the truth is that the performance the Cayman lacks isn't really performance you miss. Not on the road, at least. Not if you value your liberty. It's intoxicating to indulge in the farther reaches of the 911 GTS's rev range every now and again – and almost hallucinogenic to do so in the GT3. The Cayman's 3.4-litre flat six doesn't come alive above 6500rpm in quite the same way, balanced as it is more for mid-range muscle than redline hysterics.

But that bias allows it to keep up with its rear-engined betters as you howl along a steep and deserted

**GT3 grips well, even in the wet, but you can still play with its tail**



**GT3 has more speed than you need on the road but sounds exhilarating at high revs**

B-road. It hits full stride sooner as you sweep out of corners and down short open stretches. And in reality, other than at the kind of lick and on the sorts of road that simply don't figure in the UK, the Cayman GTS won't be shrugged off the back of this 1200bhp Porsche cavalcade. Not for a moment.

The Cayman has what feels like a generous, road-appropriate power level. It also has the word-perfect answer to a question that must be posed on a regular basis at the chassis development 'blue sky' meetings of car makers the world over: "How should our new sports car handle?" The Cayman's reply is brilliant. It isn't contrived or complex. The car simply makes itself invisible; its driveshafts, suspension springs, brake calipers and contact patches are an instant and unconscious extension of you. It's a trick not even the GT3 can pull off.

There's no working this car out and little need to build trust, when every flick of the steering gives you sublime directional response and supreme confidence in the remaining grip level. The Cayman GTS tucks in to a greasy apex as though cornering was its natural state – like you'd imagine an old American stock car on staggered wheels and cross-weighted springs must have felt. Except so light and spry, and supremely eager.

If anything, you can criticise it for too much incisiveness at times – too great a readiness to change direction. The Cayman's a softer-sprung car than either 911 because it can be. Its →







← masses are more easily controlled by the suspension because they're carried where they ought to be: between the axles. Softer chassis settings and a favourable weight distribution make the car corner with beautiful poise – but also flirt with roll-related oversteer if you carry too much speed or time your braking badly. It's nothing the stability control can't subtly deal with and presents itself more often on track than road. But it's there, the inevitable consequence of true, pin-sharp chassis balance. And it means that, now and again, the Cayman's driver might have a snatch of a throttle-off tail slide to focus the mind.

Lift-off oversteer is a dynamic character flaw that's been studiously and successfully engineered out of the 911 over several decades. To the point where, on a slippery road bordered by rocks on one side and 100ft of fresh air on the other, your focus is entirely on the front wheels

of this enigmatic, enduring sports car – whether GTS or GT3.

Putting a sports car exactly where you want it is, after all, the heart and soul of rewarding road driving. Doing that in the GT3 is a much easier and more direct task than in the GTS, because most of the time – even on wintry roads and at sub-5deg C – the GT3's grip and steering response are leagues better. And that's not all that marks its pre-eminence.

Although it's stiffer than the GTS and less compliant at low speeds and suffers with more tyre noise, the GT3 actually rides better than its new range mate most of the time. It has that delicate initial damper response which begins to take the sting out of a bump the split second it impacts the suspension. The GTS's adaptive dampers allow more compliance and initial suspension travel, only to intervene to check body movement once it has been allowed to develop. Very few sports cars could make



Each of these cars has earned its wings







	1	2	3
	Porsche 911 GT3	Porsche Cayman GTS	Porsche 911 Carrera GTS
<b>RATING</b>	★★★★★	★★★★★	★★★★★
<b>Price</b>	£100,540	£55,397	£91,098
<b>0-62mph</b>	3.5sec	4.6sec	4.4sec
<b>Top speed</b>	196mph	177mph	190mph
<b>Economy</b>	23.0mpg (combined)	31.4mpg (combined)	29.7mpg (combined)
<b>CO<sub>2</sub></b>	289g/km	211g/km	223g/km
<b>Kerb weight</b>	1505kg	1420kg	1500kg
<b>Engine layout</b>	6 cyls horizontally opposed, 3799cc, petrol	6 cyls horizontally opposed, 3436cc, petrol	6 cyls horizontally opposed, 3800cc, petrol
<b>Installation</b>	Rear, longitudinal, RWD	Mid, longitudinal, RWD	Rear, longitudinal, RWD
<b>Power</b>	468bhp at 8250rpm	335bhp at 7400rpm	424bhp at 7500rpm
<b>Torque</b>	325lb ft at 6250rpm	280lb ft at 4750-5800rpm	325lb ft at 5750rpm
<b>Power to weight</b>	311bhp per tonne	236bhp per tonne	283bhp per tonne
<b>Specific output</b>	123bhp per litre	97bhp per litre	112bhp per litre
<b>Compression ratio</b>	12.9:1	12.5:1	12.5:1
<b>Gearbox</b>	7-spd dual-clutch auto	6-spd manual	7-spd manual
<b>Length</b>	4545mm	4404mm	4509mm
<b>Width</b>	1852mm	1801mm	1852mm
<b>Height</b>	1269mm	1284mm	1295mm
<b>Wheelbase</b>	2457mm	2475mm	2450mm
<b>Fuel tank</b>	64 litres	64 litres	64 litres
<b>Range</b>	324 miles	442 miles	418 miles
<b>Boot</b>	125 litres	150 litres (f), 275 litres (r)	125 litres
<b>Front suspension</b>	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, adaptive dampers, anti-roll bar
<b>Rear suspension</b>	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, adaptive dampers, anti-roll bar
<b>Brakes</b>	410mm ventilated discs (f), 390mm ventilated discs (r), carbon-ceramic	330mm ventilated discs (f), 299mm ventilated discs (r)	340mm ventilated discs (f), 330mm ventilated discs (r)
<b>Wheels</b>	9Jx20in (f), 12Jx20in (r)	8Jx20in (f), 9.5Jx20in (r)	9Jx20in (f), 11.5Jx20in (r)
<b>Tyres</b>	245/35 ZR20 (f), 305/30 ZR20 (r), Michelin Pilot Sport Cup 2	235/35 ZR20 (f), 265/35 ZR20 (r), Pirelli P Zero	245/35 ZR20 (f), 305/30 ZR20 (r), Pirelli P Zero



New 911 Carrera GTS offers facets that the GT3 and Boxster can't

the 911 GTS feel at all sloppy, soft or clumsy, but the GT3 is one of them.

The 911 GTS has similar weight in its steering to the Cayman but can't match it on directional response. The GT3 gets closer, and it communicates feedback from its front tyres even better than the Cayman. But neither 911 goes around a corner with the telepathic precision of the Cayman.

Working the weight distribution of the bigger pair of Porsches, adapting your driving style around them and teasing the poise and precision out is one of the 911 driver's lasting rewards. In the stunningly immersive GT3 particularly, that occupation might sustain your interest for longer than either of the other two can manage. But here's the difference. In the GT3 – and, in a less grippy and precise sense, in the GTS, too – you probe away with the steering wheel, feeling for purchase and building belief in the car's handling and eventually finding some. In the Cayman, on the road,

that belief is immutable and absolute – and the car is never more than three inches from where you pointed it.

So where does that leave the new 911 Carrera GTS? No man's land? Not quite. Even though it's comprehensively outhandled by the Cayman on the road, greater performance and motive character mean it isn't outpointed. And even though it fails to get close to the thrill of a GT3, it offers enough relative civility and usability to earn its place.

The truth is that you suspect the 'GTS' badge will be applied by Porsche more like a fairly ordinary trim level than a mark of real sporting flavour in the years to come. This example feels like an optimally configured but familiar Carrera S, rather than anything genuinely new. Does that make it one of Porsche's all-time greats? No. But it's a fine example of a sporting institution known and loved by so many – and for very good reasons. **A**



*THE YEAR OF*

**GT**





# B

## The 911 GT3 is set to be joined by a raft of new, hardcore models from other sports car makers – and Porsche itself. **Andrew Frankel** looks at what's coming in the next year

Is there an initialism in the entire glossary of motoring terms more flagrantly abused than 'GT'? To some car makers, such as Honda, Infiniti, Kia and Volkswagen, it is a mere trim level, and to BMW the term now seems to be synonymous with 'ugly hatchback'.

When you think of the cars that made the name famous more than 50 years ago – the likes of the Ferrari 250 GT and Lamborghini 350 GT – it's enough to make you cry. Add just one number to those two letters, however, and once more you are transported into a world of thrills and excitement peopled only by proper driver's cars. This is the world of the GT3.

Of course, if we think of a GT3 today, it is a Porsche 911 that inevitably pops into our minds, because although others used the term before the first 911 GT3 of 1999 (notably Lotus with the shamefully underrated Esprit GT3), it is Porsche that has made the name its own. Not for much longer, though. Within a year, a GT3 will be not so much a car as a class, and although not every member will be called a GT3, you won't struggle to tell them from the rest of their stablemates.

A GT3 road car may or may not be the quickest car in the range, but it will always be the most focused. It will be more powerful than the standard offering but, unlike, say, a 911 Turbo,

lighter, too. It will have extensive aerodynamic modifications and a race-ready alter ego to compete in global GT3 racing, now the most popular category of sports car racing the world has ever known. More than anything, while a GT3 car might look wonderful, it is anything but a car merely for show. It is a hardcore driving machine for serious drivers and no one else need apply. For their manufacturers, these cars are not the money-making machines you might expect, because they require extensive modifications in all important areas – powertrain, chassis and aerodynamics chiefly – yet will sell in tiny numbers.

So why do them? Simply because they act as antidotes to other cars in their ranges, detoxifying reputations that might otherwise be poisoned by the world's current addiction to SUVs. Porsche knows it can build as many Audi-based off-roaders as it likes as long as it also builds hardcore GT3s, because no one is going to fear that the company has lost touch with the cars on which its reputation was built.

So as the likes of Bentley, Jaguar and Aston Martin prepare their first SUVs and inevitably least sporting cars, there shouldn't be too much surprise that they also feel the need to balance them out with what may prove to be the most sporting, driver-orientated cars in their collective histories. →







## ASTON MARTIN V12 VANTAGE GT3

**T**here's no doubting the existence of this car, nor the timing of its arrival at the Geneva motor show in March. The road-going GT3 Vantage will aim to build on the many successes of its racing brother while elevating the bar of Aston Martin performance far beyond anything seen to date by any production car.

The Vantage GT3 will retain the 6.0-litre V12 engine that has been used by Aston Martin since 1999, but with its power raised from its current maximum of 565bhp to perhaps the magic 600bhp mark, a still relatively low level of stress when you consider that Ferrari's F12 achieves 730bhp from less than 6.3 litres.

Perhaps as significantly, weight is set to drop, by as much as 100kg. The Vantage has never been put on such a

strict diet before, and it is believed that simply removing some interior gadgets and installing thin seats will create most of the saving, while lightweight body panels using lessons learned over many years of racing will account for the rest.

We also believe the car's track will be widened and an aerodynamic package visually much closer to that of a race car than anything seen on a road-going Aston to date will be used, but it is not known if the car will be offered with even the option of a manual gearbox.

The modifications should elevate the Vantage's performance far beyond the level of the current Porsche 911 GT3 and place it on a par with the likes of the Ferrari 458 Italia and McLaren 650S. Expect it to be priced accordingly.



## PORSCHE 911 GT3 RS

**W**e've been waiting a long time for this. The RS was originally intended to make its worldwide debut at last year's Goodwood Festival of Speed before being delayed by the self-immolating GT3 crisis. The new RS will now be at the Geneva motor show in March, and what a car it promises to be.

Porsche has been very successful in keeping detail leaks to a minimum, but we believe the engine will remain normally aspirated and that its output will be tickled up from the current 475bhp to 500bhp or more, although whether this is done through tuning or a capacity increase from 3.8 to 4.0 litres

is not known. The 4.0-litre version of the previous (1997) GT3 RS is the most revered 911 of modern times.

As ever, the new GT3 RS will be significantly lighter than the standard GT3, but the major area of development is believed to be aerodynamic, with insiders claiming downforce levels more readily comparable with those of sports racing cars than standard road cars.

The GT3 RS is likely to have the added poignancy of heralding the end of 52 years of normally aspirated 911s. This autumn the 911 will receive a mid-life refresh that's understood to involve turbo engines throughout the range.



## JAGUAR F-TYPE 'GT3'

**P**robably the GT3 car about which the least is known, although an even hotter, more driver-dedicated F-Type coupé has been rumoured for as long as the F-Type has been in existence. Jaguar is known to be looking very seriously at a GT3 race version of the F-Type because it is acutely aware that it is the only major premium brand without a presence in this lucrative and brand-building sport. A decision is expected imminently.

In the meantime, work is believed to be ongoing on an R-S version of the F-Type, which would fit strategies used for previous high-performance Jaguars

such as the XFR-S and XKR-S. However, if it is to command credibility as a worthy member of the new GT3 order, the hot F-Type will need to be far more extensively engineered than any R-S to date, particularly in the areas of chassis and aerodynamic development.

Of all the cars on this list, the Jaguar is the least likely to see the light of day this year, if only because the company has the XE, the all-wheel-drive and manual F-Types, an XJ refresh and an SUV all to launch in 2015. It's a programme that would tax the resources of a large car manufacturer, let alone a comparative minnow like Jaguar.



Aston Martin's GT3 contender will be launched next month



GT3



## MERCEDES-AMG GT 'GT3'

Okay, we know Mercedes-Benz will never call a road car a GT3 because, to quote AMG boss Tobias Moers, "that name belongs to the other company", referring to his cross-town colleagues at Porsche. Even so, Moers has described a Mercedes-AMG GT with GT3 qualities as "a good idea" and has fleshed out in some detail the approach it will take.

He said: "We want a package that excels in every area. I don't want to make a dragster that's only good for doing 0-100km/h in 2.8sec. We need more power, less weight, better aero and

different suspension, but the targets should be the power-to-weight ratio, driveability, lap time and tremendous feel." A GT3 car, in other words.

The target is to reduce the weight of the GT by 80-100kg, and Moers says it would be fair to speculate that the 4.0-litre V8 engine would need to produce about 550bhp. With work proceeding apace to ready the racing version of the GT for the 2016 season, it would make sense for the two projects to operate in tandem and for us to see something of the new road car this year.



## BENTLEY CONTINENTAL GT3

Bentley has already dipped its toes into GT3 waters with last year's limited-edition GT3-R, but rumours persist that it is considering taking a proper plunge. Although the GT3-R followed the standard GT3 formula and was indeed lighter, more powerful and more aerodynamically effective than the standard Continental GT V8S upon which it is based, the modifications were relatively modest and, for instance, did not feature the deletion of the four-wheel drive hardware.

Last year Bentley chief Wolfgang

Dürheimer said the company could "push more" with its GT3 road car programme and was open to the idea of a more tightly focused, rear-wheel-drive road car. The success of its GT3 racing programme since then makes the possibility of such a car more likely.

If Bentley is to build a proper road-going, rear-wheel-drive GT3 car, its engineers will want to get its weight as close to and, if possible, below 2000kg. The GT3-R already has 572bhp from its 4.0-litre V8 engine, but 600bhp is known to be easily achievable. **A**



# Print my ride



Cutting-edge 3D printing can be used to create a car from scratch in 44 hours – as seen at last month's Detroit show. **Andrew Frankel** finds out more



Strati is printed using carbonfibre-reinforced plastic and comprises just 47 parts

It is well known that paper is not the only printer-friendly material and that, thanks to modern computer technology, there is no need to stay in the rather limiting world offered by the first two dimensions. You will recall, for instance, the plastic gun that was built, fired and said to be undetectable by conventional scanning machines. It was created by a 3D printer.

But what about cars? If you saw the most recent Bond movie, *Skyfall*, you might have cringed at the sight of an Aston Martin DB5 apparently being riddled with bullets. But you'd have relaxed rather more had you known that it was, in fact, not merely a scale model but a printed one at that.

But what about a real car – something you can get in and drive? You couldn't print one of those, surely?

At the recent Detroit motor show, printed car pioneer Local Motors did just that, printing a car on its stand with the aim of driving it away

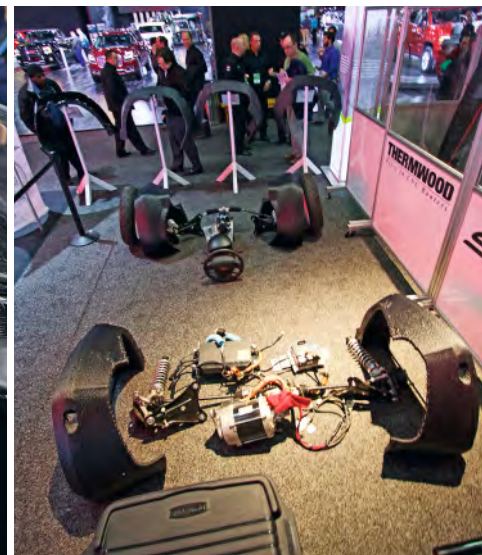
at the end of the show. And just to prove that they weren't kidding, they showed one they'd made earlier...

The theory behind the 3D printed car is so compelling that it forces you, at least at first, to put to one side some of the thornier issues facing those wishing them to become a commercial reality.

"It's all about the tooling," says the positively evangelical Elle Shelley, Local Motors' chief marketing officer. "Guess how many parts this car has," she insists, pointing at the car they call the Strati. "Three hundred?" I hazard, somewhat hopelessly. "Forty-seven," she replies. "A conventional car has 35,000." Yikes.

If the Local Motors dream comes true, it will work like this: the world will become populated by so-called micro-factories, all printing cars that are not only crowd funded but also crowd designed. So people enter competitions locally, a winning design is selected and that's what





After printing, rough surfaces are smoothed and the panels clipped together; the Strati uses a Twizy powertrain



Strati is fully driveable and weighs less than 750kg

gets printed. “You don’t need to make a million cars before returning a profit to your investors,” says Shelley. “You’ll turn a profit on 1000 cars.”

Moreover, while it might take five years or more for a conventional car manufacturer to design a new car, the Strati went from an idea to being driveable in just five months, albeit with a little help from the powertrain and running gear of a Renault Twizy. Then it takes 44 hours to print using carbonfibre-reinforced plastic, a couple of hours to mill the resulting rough surfaces into something smoother and then perhaps a day to clip all the panels together “like Lego”, as Shelley describes it.

Unlike owners of normal cars who can only either sell or keep the car they have bought, if you then get bored with your car’s design, you just take it back to the factory, where it will be melted down and turned into something else. They call it ‘upgradeable hardware’.

The Strati is not actually a production car, although Local Motors says something similar but with proper weather equipment will be in production before the end of year for “between \$18,000 and \$30,000”. It weighs less than 750kg, which doesn’t sound like much but is actually half as much again as the Twizy that lends its battery, electric motor and suspension. Then again, you can power it by pretty much anything that fits – up to and including, says Shelley, “the Porsche engine we’re working on”.

**It went from an idea to being driveable in just five months**

There are many issues with such an innovative approach to car manufacturing, of which the GCSE Design and Technology standard of finish of the show car is just one of the more obvious. Shelley confirms that there is a lengthy homologation process to be gone through. Also, while Local Motors plans to open more than 100 micro-factories around the world, right now there are just three, located in Las Vegas, Washington DC and Phoenix.

Even so, Local Motors is aware that even if the Strati and its future printed cars find the legislative going tough in the US, there are lots of other places around the world where the demand could be immense. “Think of sub-Saharan Africa,” says Shelley. “That’s a huge opportunity.”

And thinking of the potential demand for such an incredibly simple vehicle for which spare parts can be printed locally according to demand, I can see that she has a point.

It would be easy to titter at Local Motors and what it describes as “the car that will change the world”, but I feel inclined not to. They are clearly passionate about their creation and spectacularly brave in their attempts to bring it to market in a way that owes precisely nothing to the principles of car manufacturing laid out by Henry Ford over a century ago that live with us to this day.

What I will say is that although I have no better idea than you whether Local Motors will succeed or not, you don’t need a PhD in engineering to see the sense of printing at least components for cars. Quick, less wasteful than conventional processes and able to be changed at the click of a mouse, it is, if not the future of car manufacturing, then certainly part of it.

And a whole car? Time was when people considered the car itself a passing fad. We may yet one day titter on the other side of our faces. **A**



# Peugeot 208

Special edition turns up the heat on the GTi to celebrate a milestone

**MODEL TESTED** GTi 30th

- Price £21,995 ● Power 205bhp ● Torque 221lb ft ● 0-60mph 6.5sec ● 30-70mph in fourth 8.1sec
- Fuel economy 41.2mpg ● CO<sub>2</sub> emissions 125g/km ● 70-0mph 46.5m

**W**hen Peugeot drew attention last year to the 30th birthday of its seminal 205 GTi hot hatchback, performance car fans all over Europe suddenly felt that little bit older. You needn't have been a teenager in the early 1980s to know the sporting legend that this front-wheel-drive phenomenon created – or to have added your own ownership story to it. The 205's superbly engaging handling, combined with typical hot hatch usability and value, have made it arguably the most affectionately remembered French performance car yet made.

**WE LIKE** New-found turn of pace and hardcore sense of purpose ■ Unexpectedly economical with fuel



● Peugeot's grille design for the GTi is supposed to ape a chequered flag. It works with limited success to our eyes. The 30th anniversary grille has a matt black surround in place of chrome.



● Static cornering foglights are surrounded by black instead of chrome here. Which, against a black background, makes them look a bit like acne on a teenager.



● Headlights are normal halogen units, a fitment that seems a bit mean on a £22k supermini. Daytime running lights and indicators are LEDs.



● Matt black theme extends to the painted finish on the 18in alloy wheels. They also feature red 30th anniversary logos – just at kerbing height.



The company's latest inheritor of that legacy, the 208 GTi, was a more serious attempt than we've seen in a long time to return the Peugeot brand to the kind of reverence in which it began to be held two or three decades ago. But although it was a simpler and more willing entertainer than many a hot supermini, it had the misfortune of arriving at the same time as the very good Renault Clio RS 200 Turbo and outstanding Ford Fiesta ST.

Peugeot's response – almost two years later and delivered with some celebratory largesse – would seem to be 'upstage this': the limited-



Peugeot 205 GTi was launched in 1984

edition 208 GTi 30th. Departing from the usual paint-job-and-alloy-wheels recipe of special-edition hot hatchery, its engine, transmission, suspension, brakes and steering have all been updated or retuned, and its

outward appearance and interior have been updated. The net result, says Peugeot, is a car of not just greater performance capability than the standard 208 GTi but also more radical character and "extra soul". If true, such added flair will distinguish the car from its rivals better than a class-leading 0-60mph showing.

It doesn't come cheap, though. Peugeot's £21,995 asking price for the 208 GTi 30th makes it 10 per cent more expensive than a fully loaded, Mountune-kitted Fiesta ST, so it needs to be every bit as good as it's cracked up to be.

## DESIGN AND ENGINEERING



After the impressive job that it made of last year's RCZ R, Peugeot Sport's attention was seconded from making Dakar Rally and European Rally Championship competition cars for this project. And its work started by updating the standard GTi's 197bhp 1.6-litre turbo four-pot engine for greater potency to make it comply with Euro 6 emissions regulations.

Its makeover has done more for →

**WE DON'T LIKE** Driving position is still flawed ■ Not a lot more fun to drive than the standard GTi ■ Pricey



● GTi badge on the C-pillar is a nod to the original 205, although it looks nowhere near as cool as it might have. Something with a bit of sculpture next time please, Peugeot.



● Matt black wheel arch extensions cover for the expanded track widths to the running chassis. They're more obvious at the back on our test car, for obvious reasons.



● Boomerang tail-lights accentuate the curve of the 208's rear end and neatly combine the primary styling features of the tailgate, the bumper and the bodyside.



● Round, polished steel twin pipes feature instead of the strange trapezoidal ones of the normal GTi. Bravo. Designers take note: sometimes classic is best.





● Pleasingly, the 30th's traction control has only two settings: on and off. It doesn't take multiple seconds of button holding to turn it off, either.



● Imagine your head dipped a wee bit lower than our camera (below) and you can see why the i-cockpit layout upsets some people.



● Adjusting the temperature is probably the most cogent part of the dashboard, but the switchgear is less pleasing to use than some of its rivals'.



## MULTIMEDIA SYSTEM

Coming with plenty of kit is a limited-edition model's prerogative, and the 30th doesn't buck the trend, earning the satellite navigation system that was previously only standard on the GTi Prestige trim level. Alongside it is a DAB tuner and the Bluetooth connectivity that we expect to find on any car north of £20k. These function well enough, even if the map display does resemble a line drawing from an early 1990s flight simulator.

The niggles lie deeper and

most notably in a general lack of intuitiveness. There is rather too much screen stabbing to be done at a plethora of buttons and boxes – a criticism easily levelled at half a dozen such systems, but not any less bothersome for that fact.

The lack of any real sense of fluid usability is a shame, because it means that the lofty positioning of the screen never seems like much of a virtue. It just feels like you're continually having to lift your hand up very high to access the feature you want, rather than keeping your eye on the road.



← torque (up 18lb ft to 221lb ft) than power (up 7bhp to 205bhp), but it has also brought CO<sub>2</sub> emissions down by 14g/km and two company car tax percentage points and boosted claimed combined fuel economy up beyond 50mpg. As crazy as it sounds, you now have to descend through the 208's petrol engine range all the way to the 81bhp 1.2-litre three-cylinder version to find a more economical motor. That will probably be of more significance to buyers of the 2015-model-year regular 208 GTi (which is next in line for this engine) than for owners of the 30th anniversary special, but it's a remarkable claim in any case.

Downstream of that engine, Peugeot Sport beefed up the GTi's transmission by transplanting the six-speed, close-ratio manual gearbox and Torsen limited-slip differential directly from the RCZ R. Standard 18in alloy wheels with half an inch of extra rim width contribute to an improvement in the claimed 0-62mph acceleration to 6.5sec from the standard GTi's 6.8sec.

You'd expect an equally thorough chassis makeover and, sure enough, you get one. The 208 GTi 30th's

suspension has been completely recommissioned compared with the normal GTi's. Firmer springs, uprated dampers and new anti-roll bars feature, as well as wider tracks front (an extra 22mm) and rear (16mm), a 10mm reduction in ride height and more negative wheel camber. The front brake discs have been enlarged to 323mm and its electro-mechanical power steering, traction control and ESP systems have been recalibrated to derive maximum benefit from the mechanical locking diff.

Exterior styling changes are limited mainly to matt black alloy wheels and body trim additions, although the two-tone, diagonally split paint scheme is eye-catching. Peugeot calls it 'Coupé Franche'. For those who'd prefer it, conventional Satin White or Rioja Red paint is available.

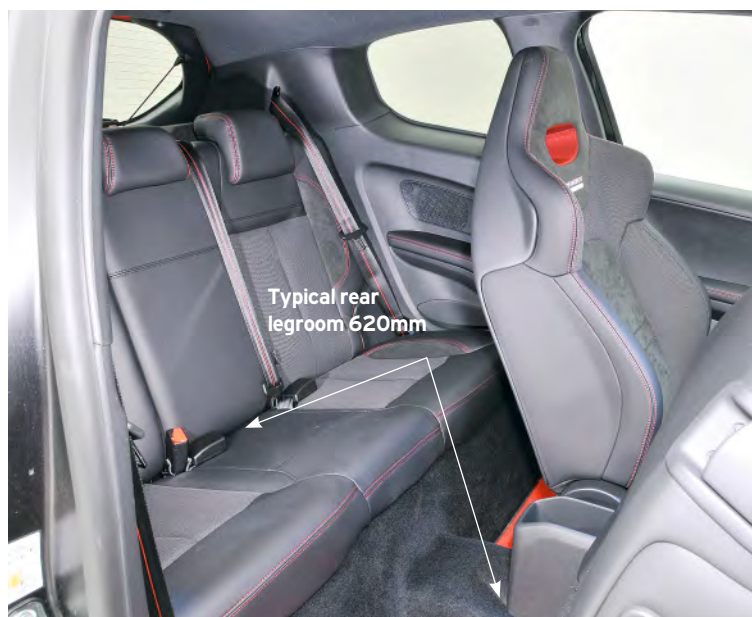
## INTERIOR



Peugeot has resisted the urge to tamper much with the appearance of the 208 GTi's cabin for the 30th. To all intents and purposes, this is a 208 →

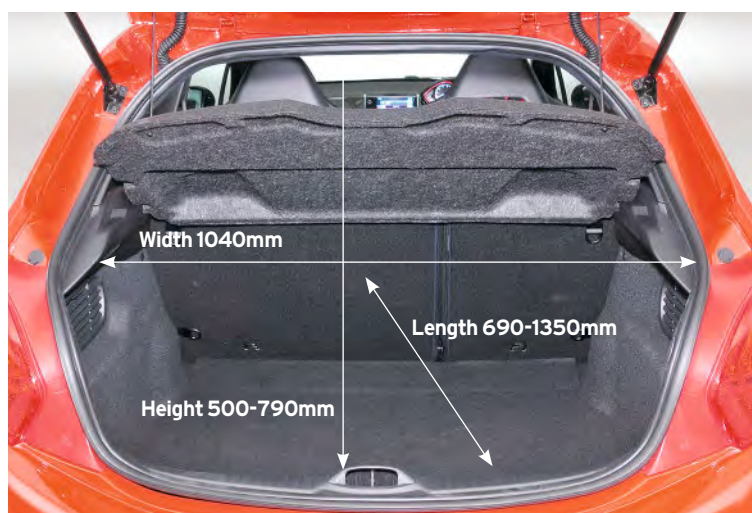


● The 30th's seats are a special design by Peugeot Sport and are very good up to a point, falling short only in the kind of support that we'd expect on a track.



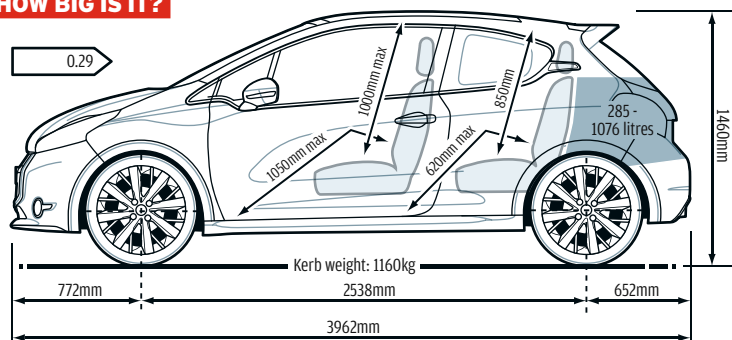
Typical rear legroom 620mm

● No one chooses to sit in the back of any supermini for long, and it's no different here. Huge C-pillars can be a hindrance at over-your-shoulder junctions.



● Boot is neither big nor clever, and it doesn't have the comforting sight of a spare wheel beneath it. Again, that's largely all within expectations for the class.

## HOW BIG IS IT?



## VISIBILITY TEST

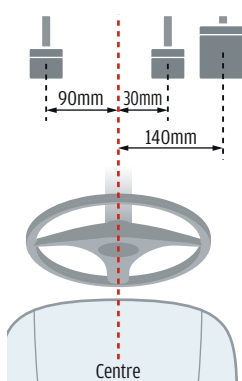
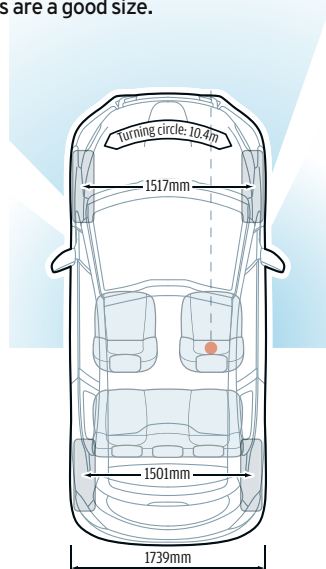
Big windows and raised driving position make for an unobstructed forward view, but it's restricted to the rear. Mirrors are a good size.

## HEADLIGHTS

Adequate, but you might expect more than halogens. Cornering lights help at junctions but not at road speeds.

## WHEEL AND PEDAL ALIGNMENT

Pedals are typically close, so the footwells feel shallow for longer-legged drivers. Foot pegs are also small, so you'll need big feet to make the heel-and-toe stretch.





◀ GTi as we currently know it. Which is to say decent enough, despite the showboating shiny plastic and mildly perplexing nature of the layout.

Characterised by the high-mounted touchscreen and now infamous floating dials, the layout is a familiar theme of the French manufacturer's interior design language, although that has hardly altered the slightly discombobulated feel of sitting behind the wheel for the first time.

Much has been written on the subject of the dashboard, which we won't repeat here, but suffice it to say that short drivers who prefer to sit low will probably not be able to see the 208's redline – and in a hot hatch, that seems like a shame. We're not huge fans of the downsized steering wheel blocking the view, either, and the manual gearbox could do with its unnecessarily long throw being an inch or two shorter.

Getting comfortable isn't a problem, thanks to the new, figure-hugging Peugeot Sport-branded seats, although the squidginess of the bolsters means they're hardly vice-like in the support department.

The 30th gets a bit more lacquered black trim, Alcantara, leather, red piping and some very scarlet floor mats – plus a numbered plaque – to mark it out as special, but it's unlikely that Peugeot's customers will feel inclined to pay the model's premium on account of the spec. That said, there's enough standard kit thrown in, including a DAB tuner, dual-zone air-con and sat-nav, to make it a convincing enough range-topper.

## PERFORMANCE



The current 208 GTi, although never road tested on these pages, was not

lacking in gusto – a good thing when you consider the marginal nature of the power increase enacted here.

Nevertheless, Peugeot claims a respectable 0.3sec reduction in 0-62mph time, and, two up, we corroborated it at Millbrook. The previous car's problem was in the hooves rather than the horses, so it seems fair to credit the revised suspension geometry, new limited-slip differential and stickier tyres with the slightly better level of traction required to enable the 30th to cover the 0-60mph sprint in 6.5sec. That puts it in very good stead compared with the competition, making it almost a full second quicker than the spiritless Clio 200 and half a second up on the Fiesta ST.

However, it's worth mentioning that the Fiesta ST, powered by Ford's similar-sized Ecoboost engine, remains the more characterful and responsive unit from low revs.

Peugeot's own turbocharged four-cylinder motor, although as thrusting as ever from shorter gear ratios, still suffers from a brief contemplative moment of lag that just isn't as noticeable in the ST. It isn't irksome enough to be a serious demerit, but it does make the 30th's undoubted liveliness harder to get at than it might otherwise have been.

Once on stream, the engine's willingness to rev is undeniably contagious, especially given the enthusiasm with which it careens into its 6500rpm limiter. It isn't a particularly stirring experience, though, the classic hard-edged four-pot thrash being a strain on the ears compared with the bass-noted melody of the Fiesta's symposer system.

Throw it all together – the peaky din, the throttle delay, the long-throw gearshift – and the 208's performance can seem a

## TRACK NOTES

The 30th works somewhat better on the track than it does on the road. Primarily, that's because the point of most of the upgrades – improved characteristics at nine-tenths – comes to the fore more consistently and compellingly when the bends are empty and mostly well sighted.

Drive with enough persistence and the GTi 30th's aptitude for tarmac rally stage-style tenaciousness bubbles quickly to the surface. It is capable of carrying huge speed through fast corners – more so even than the Ford Fiesta ST, which, during informal testing on Millbrook's compact outer handling circuit, was 1.5sec off the pace set by the 208.

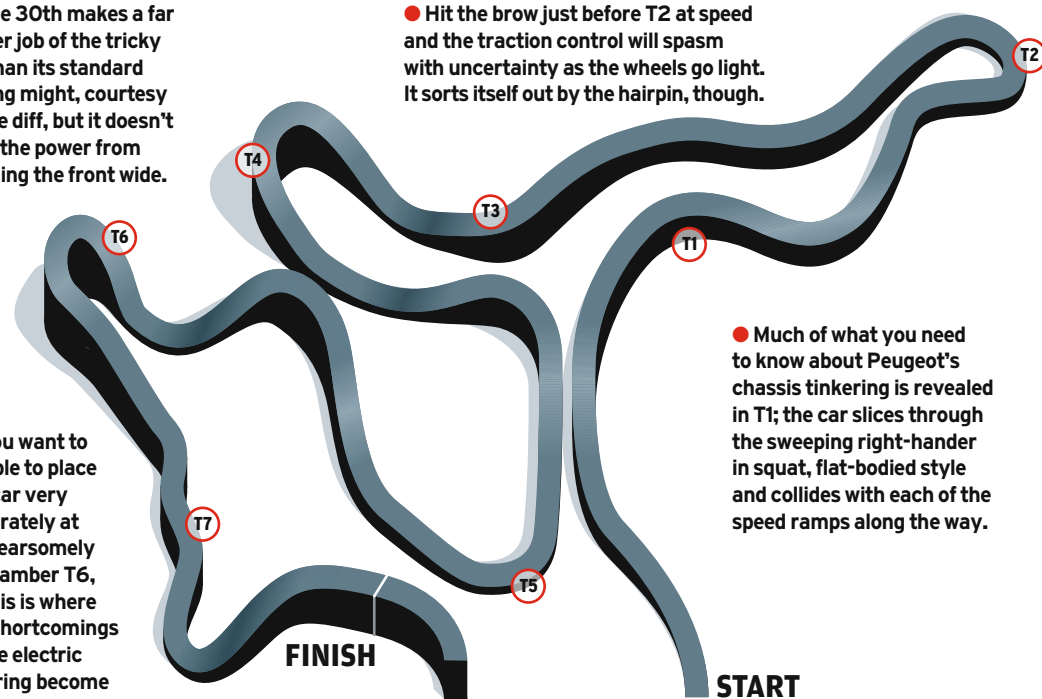
Even here, though, the Ford's superior adjustability makes it the more compelling steer. Unlike the diff-sharing RCZ R, which indulges in exuberant lift-off oversteer, the 208's stability bias means that it requires a dab of the brakes to do significantly more than simply tighten its line.

● The 30th makes a far better job of the tricky T4 than its standard sibling might, courtesy of the diff, but it doesn't stop the power from pushing the front wide.

● You want to be able to place the car very accurately at the fearsomely off-camber T6, so this is where the shortcomings of the electric steering become very apparent.

● Hit the brow just before T2 at speed and the traction control will spasm with uncertainty as the wheels go light. It sorts itself out by the hairpin, though.

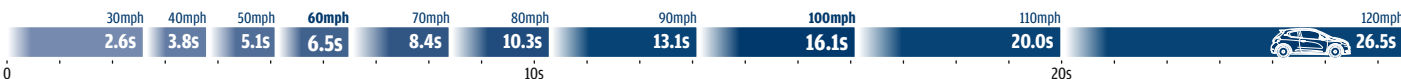
● Much of what you need to know about Peugeot's chassis tinkering is revealed in T1; the car slices through the sweeping right-hander in squat, flat-bodied style and collides with each of the speed ramps along the way.



## ACCELERATION 3deg C, dry

### Peugeot 208 GTi 30th

Standing quarter mile 15.0sec at 96.1mph, standing km 27.1sec at 121.5mph, 30-70mph 5.8sec, 30-70mph in fourth 8.1sec

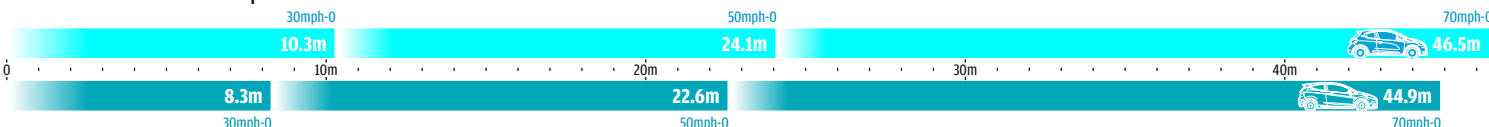


### Ford Fiesta ST

Standing quarter mile 15.3sec at 94.7mph, standing km 27.6sec at 121.3mph, 30-70mph 6.0sec, 30-70mph in fourth 8.2sec



## BRAKING 60-0mph: 2.90sec





GTi 30th's tight body control comes at the expense of comfort



## The 208's brio — that scurrying exuberance which makes a supermini seem hot — is never in question

little disjointed compared with better-rounded rivals. Nevertheless, the 208's brio — that scurrying exuberance which makes a supermini seem convincingly hot — is never in question.

### RIDE AND HANDLING



Right out of the box, the 30th feels like a different prospect from the flawed but likeable 208 GTi. In standard fettle, the car complements its over-engined silliness with a benignly sprung, amenable attitude to ride comfort. The special-edition model jettisons the compromise, adopting instead the uncannily hard-bodied rebound of a much more single-minded product.

Keeping you stapled to the road surface is the old-fashioned name of the game here, no matter what rippling after-effects are felt in the cabin. There's plenty of road noise to go with it, too. This is a car capable of making the Fiesta ST seem well isolated. Of course, Peugeot is reasoning that the enthusiast niche of

potential buyers won't bristle at such treatment as long as the results tell.

That these hardy souls will find the car an improvement is testament enough to the diff and wider tracks that it probably should have had in the first place. Where the standard model is a primitive, unruly steer to be cajoled around the place like a stropky toddler, the GTi 30th is more appreciably in command of its faculties. The diff itself (a looser affair than was applied to the RCZ R, as the 'Track Notes' section explains) doesn't overawe the front end. It just competently permits the application of more power from much earlier in a corner. And given that there's usually a surfeit of power, and now considerably more grip, it makes the 208 a plainly quicker prospect.

That's as advertised, and as you might expect. However, unfiltered entertainment on the public road, of the kind meted out so effusively by the Ford, is in shorter supply than we'd hoped. There are a number of reasons for this, but the main one, and the most familiar, is the 208's steering, which continues to be a bugbear. As with the standard car, the

rack's electric assistance is a muddle. The overly light off-centre haziness introduced to make that small wheel manageable at low and medium speeds deprives the set-up of any linearity when it suddenly wants to be all viscous and reactive at a gallop. Too often you find yourself sawing away at it, discontentedly. The 30th's purchase (in the dry) is appreciable enough to drive through the shortfall, but unquestionably some of the new-found perkiness and precision delivered by the chassis is needlessly frittered away.

### BUYING AND OWNING



Peugeot's pricing for the 208 GTi 30th may be ambitious, but it isn't exorbitant for a big-hitting supermini in 2015. The Fiesta ST, which is on offer for less than £18k, continues to make every rival look expensive as things stand, but that kind of value is the exception, not the rule.

Nissan's new Juke Nismo RS is barely any cheaper than this 208, for example. Both the Audi S1 and the

upcoming Mini JCW are considerably more expensive. And although they're premium-brand offerings, neither the Audi nor the Mini has the advantage of limited-run supply to bolster residual values. Just 300 examples of the 30th anniversary 208 GTi will be made, 100 of which are coming to the UK and a decent number of which have already been sold. Our market sources are understandably conservative about the car's likely residual values. If it becomes collectable, the GTi 30th could retain its financial worth better than anyone expects — although there's no sign yet of the kind of demand that would be required to make that happen.

Otherwise, costs of ownership on the 208 GTi 30th promise to be quite low. Rated in group 30 for insurance, it's in the same classification as the normal 208 GTi and the equivalent Ford Fiesta ST. A Clio RS 200 is only one group lower.

On fuel economy, the car's performance is laudable. Our True MPG recorded 41.2mpg as a test average, more than 10 per cent better than the Fiesta ST returned. →



## PEUGEOT 208 GTI 30TH

On-the-road price	£21,995
Price as tested	£22,795
Value after 3yrs/36k miles	£9000
Contract hire pcm	£341.38
Cost per mile	53p
Insurance/typical quote	34E/tbc

## EQUIPMENT CHECKLIST

18in 'Lithium' alloy wheels	■
Electric, heated, folding door mirrors	■
DAB tuner	■
Satellite navigation	■
Rear parking sensors	■
Leather steering wheel and gearknob	■
Sports seats in Alcantara	■
Red/black paintwork	■
Dual-zone air conditioning	■
Cornering assist foglights	■
Visibility Pack (auto headlights and windscreen wipers, plus electro-chrome rear-view mirror)	■

Options in **bold** fitted to test car

■ = Standard na = not available

## RANGE AT A GLANCE

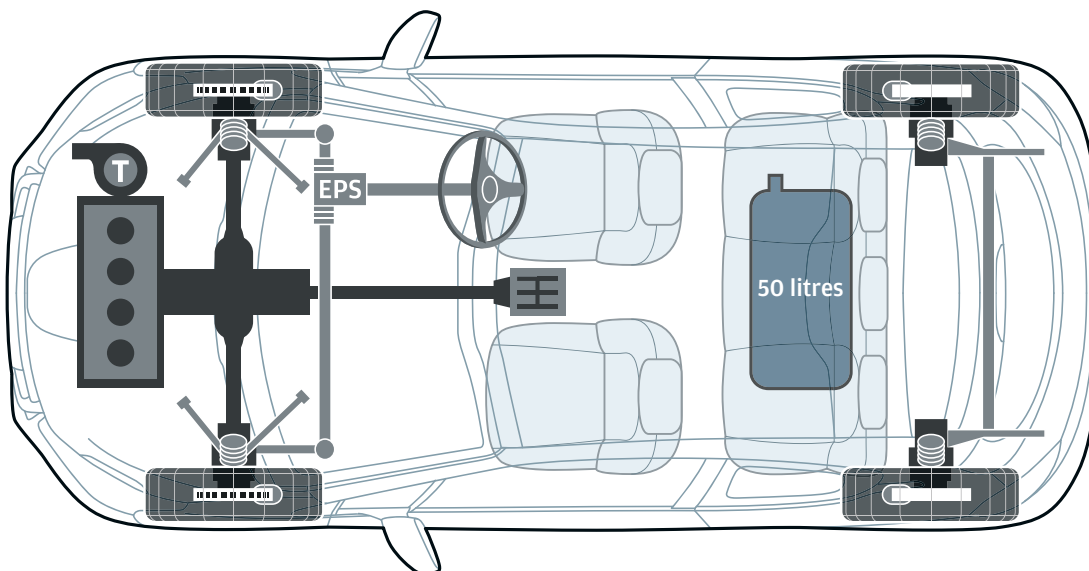
ENGINES	POWER	FROM
1.6 THP 156	154bhp	£18,150
1.6 THP 200	197bhp	£19,100
1.6 THP 208	205bhp	£21,995

## TRANSMISSIONS

6-spd manual ■

## TECHNICAL LAYOUT

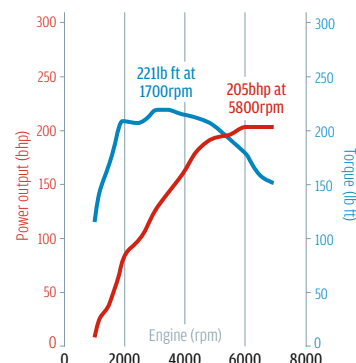
Predictably, the 30th's few trick items are mostly confetti tipped on a very conventional supermini. The new limited-slip differential stands out as a mechanical addition, but otherwise this is a hefty tweak of the 208 GTi's blueprint. Thus, it retains front MacPherson struts and a rear torsion bar, electric power steering and disc brakes all round.



## ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1598cc, turbo, petrol
Made of	Aluminium block and head
Bore/stroke	77.0mm/85.8mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	205bhp at 5800rpm
Torque	221lb ft at 1700rpm
Red line	6500rpm
Power to weight	177bhp per tonne
Torque to weight	191lb ft per tonne
Specific output	128bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1160kg/not tested
Drag coefficient	na
Wheels	7.5Jx18in
Tyres	205/40 R18, Michelin Pilot Super Sport Kit
Spare	

## TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	
1st	3.53/5.4
2nd	2.04/9.3
3rd	1.43/13.2
4th	1.10/17.2
5th	0.88/21.5
6th	0.74/25.6
Final drive ratio	3.84

## ECONOMY

TEST (TRUE MPG)	Urban	40.0mpg
	Extra-urban	42.5mpg
	Average	41.2mpg
CLAIMED	Urban	40.9mpg
	Extra-urban	61.4mpg
	Combined	52.3mpg
	Tank size	50 litres
	Test range	453 miles

## SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs, anti-roll bar

## STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.9
Turning circle	10.4m

## BRAKES

Front	323mm ventilated discs
Rear	249mm solid discs
Anti-lock	Standard with EBD and brake assist

## CABIN NOISE

Idle	47dB
Max revs in third gear	78dB
30mph	67dB
50mph	69dB
70mph	72dB

## SAFETY

ABS, EBD, ESP	
Euro NCAP crash rating	Adult 88%, child 78%, pedestrian 61%, safety assist 83%

## EMISSIONS & TAX

CO <sub>2</sub> emissions	125g/km
Tax at 20/40% pcm	£66/£132

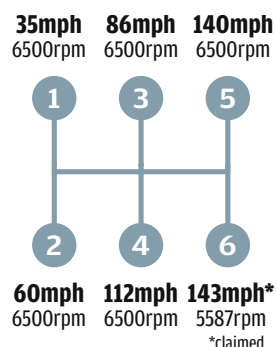
## ACCELERATION

MPH	TIME (sec)
0-30	2.6
0-40	3.8
0-50	5.1
0-60	6.5
0-70	8.4
0-80	10.3
0-90	13.1
0-100	16.1
0-110	20.0
0-120	26.5
0-130	-
0-140	-
0-150	-
0-160	-

## ACCELERATION IN GEAR

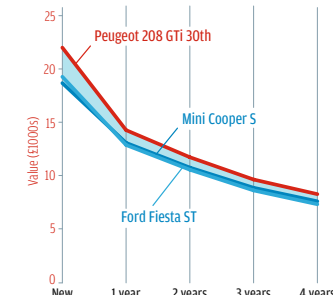
MPH	2nd	3rd	4th	5th	6th
20-40	2.2	3.1	4.6	-	-
30-50	2.4	3.0	3.9	5.4	7.5
40-60	2.7	3.1	4.0	5.1	6.5
50-70	-	3.2	4.2	5.3	6.7
60-80	-	3.5	4.4	5.5	6.9
70-90	-	-	4.6	5.9	7.2
80-100	-	-	5.2	6.4	7.9
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

## MAX SPEEDS IN GEAR



RPM in 6th @ 70/80mph = 2750/3150

## DEPRECIATION



● Our experts suggest competitive but unexceptional residuals, in spite of the limited-run supply.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the 208 GTI 30th, contact Peugeot, Pinley House, 2 Sunbeam Way, Coventry CV3 1ND (02476 884212, peugeot.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Peugeot 208 GTi 30th

**AUTOCAR VERDICT** ★★★★★☆

Fast and full-on, but lacks delicacy and easily accessed thrills



This is a quicker, more capable and more exciting 208 GTi than the one that first emerged a couple of years ago. Its improvements are bullishly obvious. Which is appropriate, because to get the best out of them, you must continually and unmercifully examine its limits. So it's apparent just how much of a committed enthusiast you'd have to be to live with this 208 in the long term. Its faults notwithstanding, we were modestly fond of the standard car's bed-ruffled way of doing things, and it's inevitably that easy-going edge which has had to go.

Making the 208 GTi ostensibly better hasn't necessarily made it any more likeable. This 30th birthday version has become a better hot hatch than its competition from Renaultsport, sure – but we'll take a more communicative hot hatch over a brutish one most of the time. That explains the Fiesta ST's monopoly of the hot supermini top spot, and the 30th's distance from it.

**TESTERS' NOTES**


**MATT SAUNDERS**  
The two-tone colour scheme appealed to me mainly because I liked the idea of peeling the wrap off to reveal a pristine red front end after a few years of use. Then I realised the black portion is paint, not sticker. Ho hum.



**NIC CACKETT**  
One word: glovebox. If you're not

going to respect the right-hand drive market enough to give us a proper-sized one, just take it away, Peugeot. Insufficient space for a large birthday card is unacceptable.

**SPEC ADVICE**

Standard paint job is Rioja Red; avoid the £800 two-tone alternative. You get DAB radio and sat-nav as standard, so there's no need to add much.

**JOBS FOR THE FACELIFT**

- Correct the driving position. The diddy wheel and raised instruments still frustrate more drivers than they please.
- Sharpen up the engine response.
- Shorten the gearshift.

**AUTOCAR**  
ROAD TEST  
**TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>FORD</b> Fiesta ST-3	<b>MINI</b> Cooper S	<b>PEUGEOT</b> 208 GTi 30th	<b>RENAULT</b> Clio RS 200 Turbo EDC	<b>AUDI</b> S1
<b>Price</b>	£19,395	£18,655	£21,995	£18,995	£25,380
<b>Power</b>	180bhp at 5700rpm	189bhp at 4700-6000rpm	205bhp at 5800rpm	197bhp at 6000rpm	228bhp at 6000rpm
<b>Torque</b>	177lb ft at 1600-5000rpm	206lb ft at 1250-4750rpm	221lb ft at 1700rpm	177lb ft at 1750-5500rpm	273lb ft at 1800rpm
<b>0-60mph</b>	7.0sec	6.9sec	6.5sec	7.4sec	5.9sec
<b>Top speed (claimed)</b>	137mph	146mph	143mph	143mph	155mph
<b>Fuel economy (combined)</b>	47.9mpg	49.6mpg	52.3mpg	44.8mpg	40.4mpg
<b>Kerb weight (claimed)</b>	1163kg	1235kg	1160kg	1204kg	1315kg
<b>CO<sub>2</sub>/tax band</b>	138g/km, 20%	133g/km, 19%	125g/km, 18%	144g/km, 21%	162g/km, 25%
<b>Verdicts on every new car, p70</b>	Slower and less efficient than the 208, but also cheaper and substantially better. ★★★★★	Start ticking options and it soon gets pricier than the 208. Worth every extra penny, mind. ★★★★★	Fast and appropriately furious but, in truth, the 208 is only the best of the rest. ★★★★★	There's an alternative reality somewhere in which the Clio is brilliant. But it's not this one. ★★★★★	If you want to spend a fortune on a supermini, this is the one. More likeable than you'd think. ★★★★★



# YOUR VIEWS

**Write to Autocar**  
autocar@haymarket.com

## LETTER OF THE WEEK

### Mondeo? No shock

The cover of Autocar's 28 January issue read: 'Shock: New Mondeo beats every rival... and even BMW'. Why shouldn't it? Today's preoccupation with 'premium' brands overlooks the simple fact that Ford, in all probability, has engineering and manufacturing resources quite equal to those of the established premium manufacturers.

Cost considerations may occasionally get in the way of, say, dashboards of the most elegant construction, but it would appear no expense has been spared on the most important, but hidden, technical bits where the new Mondeo is concerned.

Indeed, a company capable of designing and engineering the recently launched GT supercar can't be all bad.

**Jeff Loomes**  
Hartley, Kent



#### WIN

Letter of the week wins a  
ValetPRO exterior protection  
and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### A TRIP DOWN MEMORY LANE

Your archive story in the 21 January issue ('Talbot Horizon road test') struck a chord with me, because my late father ran a Talbot dealership in Croydon. His company cars in my formative years were often top-of-the-range Solaras and Alpines, which in SX trim also had the first trip computers.

Funny how, all those years ago, this feature was considered the height of luxury – along with velour trim, a radio and the choice of a steel sliding sunroof or a vinyl roof. Electric windows (front only) were a source of wonder to school friends, and the mpg readout from the trip computer was notoriously optimistic.

On one demonstrator Alpine, we found that the mpg increased the longer you drove without resetting it. It finally reached, I seem to recall, 10,000mpg...

**Peter Vaughan**  
via email

#### SLOGAN'S RUN

There was only one ad slogan that outshone Jaguar's 'Grace, space, pace', and that was the same company's other masterpiece: 'A special kind of motoring that no other car in the world can offer'. Never bettered and as true today as ever.

**Clive Redfern**  
via email

#### BETWEEN THE LINES

Most executives in the auto industry would be better employed as politicians. There were amusing and all too common examples of obtuse comments from them in the 28 January issue. Here are a couple of examples, with my interpretation of what they really meant.

Ralf Speth on JLR comparisons with BMW. Quote: "At the end of the day, we are not looking to be a volume player." Meaning: "We'd love to be a volume player but don't have the customers."



Anand Mahindra: straight, clear replies

Tyrone Johnson on the possibility of a Ford Fiesta RS. Quote: "Theoretically, yes." Meaning: "It's not practical."

On a positive note, Anand Mahindra of Ssangyong gave clear answers to the questions put to him.

**Paul Levio**  
via email

#### FREE FUEL

I read the excellent article by Lewis Kingston about driving to Amsterdam

and back in a Tesla ('Home on the range', 28 January) – a journey full of interest, concern, panic and, finally, relief. And the fuel added nothing to the costs!

Last year, I also left London at 9am on a two-day drive to the Netherlands. We got further than Amsterdam, making it to the Apeldoorn Het Loo Classic Car event in time for a 5pm beer or two.

We also had an interesting car – a Ferrari 250 GTE – and although not as quick as a Tesla, the V12 wail as we dropped a couple of cogs through some underpasses more than compensated.

People smiled and waved at us along the journey. And we only stopped for 10 minutes to take on fuel the whole trip. And really, the fuel cost us nothing! How was that? Because in the 48 hours we were away, the value of the car had increased by over £500.

**Geoff Moir**  
via email

#### AUTOCAR What you're saying on autocar.co.uk

### Nissan's radical Le Mans racer

Until Jaguar returns to sportscar racing, this sport will always feel incomplete. It'll be like F1 without Ferrari. **Saucerer**

So that's why Porsche as a team has won more world sportscar titles than any other team? **Lanehopper**

Odd to reveal this at the Superbowl. Us Americans couldn't give a stuff about



Le Mans or the World Endurance Championship. **soldi**

Most Europeans couldn't give a stuff

about the Superbowl... **Frightmare Bob**

It is almost as attractive as the Nissan Juke. **Greenracer**





# NEXT WEEK

Inside the magazine – on sale 18 February

## ROAD TEST



**Lexus RC F** Eight-page assessment of Japan's answer to the BMW M4



### RIDE-ALONG

#### New Audi R8

How is Audi's new sports car shaping up? We ride on board



### WHIZZERS IN OZ

#### Bentley at Bathurst

On tour Down Under with Crewe's GT3 racing team

## FIRST DRIVE



**Volvo XC90** First impressions of the Swedish firm's crucial new SUV

CONTENTS SUBJECT TO CHANGE



Ford's GT is entering a busy market – too busy, Alan thinks

### BANGING KETTLE'S DRUM

Reading Nigel Donnelly's used choices in the 21 January issue ('Rock-bottom roadsters for £1500'), I was amazed to see his recommendation for what is probably one of the most unreliable and poorly made cars to be sold in Britain in the past 20 years.

The MG F, or 'kettle' as we used to call them in the trade, should be recommended for use only as a cheap alternative to skip hire. I've yet to see one that was still in one piece or not in need of open heart surgery, made all the more complicated and expensive by its mid-engined configuration.

Personally, I'd replace that entire list with just two cars: the Mazda MX-5 and the Toyota MR2.

**Andrew Sloan**

via email

Just two options? What a dull place the world would be. Any happy MG F

owners out there care to differ with Andrew's opinion? – MB

### TOO MUCH CHOICE

Following the Detroit motor show, with the release of the super-looking Ford GT together with the Honda NSX, surely this premium sports car/junior supercar market will be saturated in choice.

Add the new Audi R8 V10 due this year and Mercedes-AMG GT, plus the latest Lamborghini Huracán, the replacement for the Ferrari 458 and the soon-to-be-launched McLaren 650S. Oh, and not forgetting the new Porsche baby supercar being developed.

In a market still not recovered from the recession, it seems like oversupply could meet under-demand in a catastrophic collision.

**Alan Day**

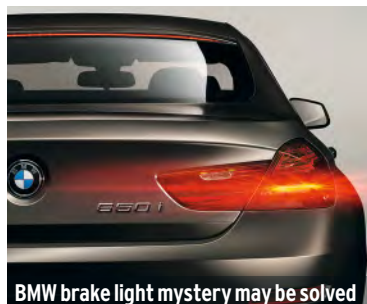
via email

### BRIGHT FUTURE

With reference to the letter from Richard Hunt (Your Views, 21 January) complaining of getting dazzled by BMW brake lights at junctions, I do sympathise, but unfortunately with the BMW system, keeping the brake pedal pressed enables the stop-start function, so maybe he is going to need some stronger sunglasses.

**Keith Godber**

Harrogate



BMW brake light mystery may be solved



The value of a Ferrari 250 GTE has risen since you starting reading this



# OUR CARS

A week in the life of Autocar's fleet

ALPINA D3	AUDI A6 AVANT	AUDI TT	BMW i3	BMW X5	CATERHAM SEVEN160	CITROËN C4 CACTUS	HONDA CIVIC
							
Steve Sutcliffe	Barnaby Jones	Stan Papior	Allan Muir	Andrew Frankel	Colin Goodwin	Lewis Kingston	Tim Dickson



## Citroën C4 Cactus

**FIRST REPORT** Is the Cactus simply an oddball, justifiable only for its quirky styling and features, or a serious contender in the booming crossover sector? We plan to find out

The launch of the C4 Cactus marks the return of the more distinctive Citroën to the mainstream. If you want a car that encapsulates some of the French brand's hallmark outlandishness and need something that can seat four with ease, no longer do you have to opt for the relatively costly £17,855 DS4. Instead, for £12,990, you can get the Cactus – and net yourself something that has shades of the 2CV in its design and its mentality.

There are more reasons for choosing a Cactus than its original features, such as the supermarket trolley-cushioning Air Bumps on the side, though. It's a new, different contender in the burgeoning crossover market and offers a fresh alternative to the likes of the Nissan Juke and Renault Captur. It's offered with a range of economical

small petrol and diesel engines, a host of equipment choices and a selection of personalisation options – and it shouldn't cost much to run.

Even in its most basic Touch trim, the Cactus comes with a DAB radio, cruise control, a speed limiter, a 7.0in display screen, an auxiliary port and other niceties such as electrically adjusted mirrors. That's not bad for an inexpensive, rugged and relatively practical small crossover.

Step up to mid-range Feel and you get cosmetic upgrades, Bluetooth and air-con. Cars in flagship Flair specification, like ours, extend that equipment roster further with upgrades that include sat-nav, a better stereo, climate control, automatic wipers and lights, tinted rear windows, LED interior lighting and heated door mirrors. A few options –

**For £12,990, you can get a Cactus – and net yourself something that has shades of the 2CV in its design and its mentality**

most notably the black leather and cloth pack, the panoramic sunroof and the colour reversing camera and parking sensors – add a not insignificant £1770 to the price of our car, so the whole thing comes in at £19,060. That's a little excessive for a compact crossover with a three-cylinder engine, perhaps, but more on that in due course.

We've opted to test the small, efficient turbocharged 1.2-litre three-cylinder petrol engine. It seems only right to do so, given the prevalence of force-fed triples and the falling

price of petrol. Why opt for a diesel, after all, when you can have a quieter, more aurally gratifying engine that's potentially as efficient and likely to be more rewarding in daily use?

The engine may be a cylinder short of a full picnic and small in capacity, but forced induction grants it the ability to produce 109bhp and 187lb ft, that torque peak being delivered at just 1500rpm and sent to the front wheels via a five-speed manual gearbox.

Citroën's turbocharged triple has to pull only a svelte 1190kg, though,



JAGUAR  
F-TYPE


Nic Cackett

KIA  
SOUL EV


Hilton Holloway

MAZDA  
3


Luc Lacey

MINI  
COOPER


Mark Tisshaw

MITSUBISHI  
OUTLANDER


Matt Saunders

NISSAN  
QASHQAI


Darren Moss

PEUGEOT  
RCZ R


Steve Cropley

RANGE ROVER  
SPORT


Steve Cropley

SEAT  
LEON


Matt Burt

TOYOTA  
GT86


Matt Prior

VAUXHALL  
VXR8 GTS


Lewis Kingston

VOLVO  
V60


Hilton Holloway



You certainly won't overlook it when it's driving past you



Air Bumps are designed to soak up smaller knocks; Flair spec features climate control



Grey lettering on the rear is a no-cost option



so the C4 Cactus should perform acceptably in a straight line, as its relatively swift 0-62mph time of 9.3sec suggests. Top speed is 117mph.

It's also a frugal engine, which should prove useful, given that our mileage tends to be quite high. Citroën claims an average of 60.1mpg, which, in conjunction with a 50-litre tank, should give a potential range of 660 miles. Of course, it's unlikely that I'll ever manage to attain such heady heights, but time will tell. Our car arrived with an indicated 37.1mpg average on the trip computer, so there's some way to go. A CO<sub>2</sub> output of 107g/km incurs an annual road tax bill of just £20, though, helping to keep running costs down.

You're certainly not going to miss this aptly titled 'Hello Yellow' Cactus when it comes rolling down the road

towards you, either. Throw on a couple of silver stripes and you've got the ideal counterpart for a high-visibility jacket. That's not to say the colour does it any disservice, mind. It's a breath of fresh air in streets saturated with myriad silver and white cars. However, the shy would do better to opt for a more subtle shade, because our Citroën's vivid hue is already proving to be a talking point among colleagues and passers-by. Fortunately, a selection of calmer shades is offered if you feel so inclined.

A standard three-year, 60,000-mile warranty wraps up the Cactus's outwardly appealing package neatly. It's not an exceptional warranty by any stretch, but it's similar to that offered by rivals such as the Nissan Juke.

Regardless, the C4 Cactus, at a glance, appears to have much going for

it – and it also looks to have much of that classic Citroën charm in its favour. Will it be able to really deliver on a day-to-day basis, though, or will it merely prove to be a quirky curiosity? We'll be running this particular car until October to find out just that.

lewis.kingston@haymarket.com

#### Citroën C4 Cactus PureTech 110 S&S Flair

Price £17,290 Price as tested £19,060

Options Black leather and cloth pack (£695), thermally insulated panoramic sunroof (£425), City Park Pack (£325), Citroën eTouch Emergency and Assistance System (£250), spacesaver spare wheel (£75), rear grey Cactus lettering (£0) Economy 37.1mpg

Faults None Expenses None



#### ENGINE

Despite its diminutive capacity, it rarely leaves you wanting. It even makes quite a good noise.



#### INTERIOR

It looks and feels upmarket, in part thanks to the optional and neatly styled leather and cloth seats.



#### DISTINCTIVE NATURE

Slim LED lights, Air Bumps, bold colours... there's a lot to make the Cactus stand out from the crowd.

## LOVE IT LOATHE IT



#### SEATING POSITION

Steering column doesn't adjust for reach, so some drivers may struggle to get comfortable.



#### INSTRUMENTATION

There's not a lot of it, frankly, and some will dislike the lack of a rev counter and temperature gauge.



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# Mazda 3

**Mileage | 17,578** A super-coupé group test up North gave us a chance to test the Mazda's on-track capabilities

The Mazda 3 is approaching the end of its tenure with us, and I have to say I'm going to miss it. Although I had some misgivings about its usefulness as a camera car when it first arrived, it has proven itself a flawless performer when it comes to the tricky business of providing a steady platform for taking photos.

This was demonstrated again at Blyton Park circuit a few weeks ago, when it was used as a tracking car during the Lexus RC F group test (4 February issue). There's plenty of room in the boot for a fully grown man and his camera gear, and the suspension dealt with lumpy surfaces, helping to keep the shots sharp. On larger jobs, I'll often bring a lot of gear with me, so it's really handy that the car has no problem swallowing a decent-sized step ladder, a rig and quite a few camera bags.

At the end of the day, I even took the Mazda out for a few laps around the track to explore the car's limits. The

The Mazda proved remarkably adept around Blyton Park



Steady as he goes: 3's smooth ride suits Luc's needs

3 is relatively light, with a kerb weight of 1347kg, which is pretty decent compared with rivals in its class. The suspension is fairly taut, helping the 3 to get around the corners without lurching over the outside wheels. It's well balanced, too, and will wag its tail if you turn in with too much speed and lift off.

The steering wheel has plenty of adjustment to get it where you need it (often an irritating problem in other cars without reach adjustment), but I find the steering itself a little light for spirited driving.

The clutch is also on the light side, but the brake and throttle pedals are perfectly positioned for heel-and-toe downshifts – a useful attribute in a car that needs to be kept in a high rev band to exploit the engine's power.

The 3's daintiness and practicality are likely to be useful attributes during its final weeks with us. That's because I'm going to take the car down to a round of the Andros Trophy in Saint Dié des Vosges, France. I'm also going to take it snowboarding, extending the trip out to Ischgl, Austria. I've worked out the total mileage of the journey to be around 1563 miles and, if my maths is correct, with the combination of the Mazda's 51-litre tank and the 37mpg I've been



Steering and clutch are a little too light...



...but the spacing of the pedals is ideal

averaging, that should equate to around four full tanks of fuel.

To help me tackle the mountains of Austria and keep the car pointing in the right direction, Michelin will supply us with a set of winter tyres that I'll be fitting to the car just before leaving. If the car manages to get me to the Alps and back with the capability with which it has handled everything else, it will be a fond farewell indeed.

[luc.lacey@haymarket.com](mailto:luc.lacey@haymarket.com)

## Mazda 3 2.0 120PS Sport Nav

Price £19,895 **Price as tested** £21,435

**Economy** 37.8mpg **Faults** None

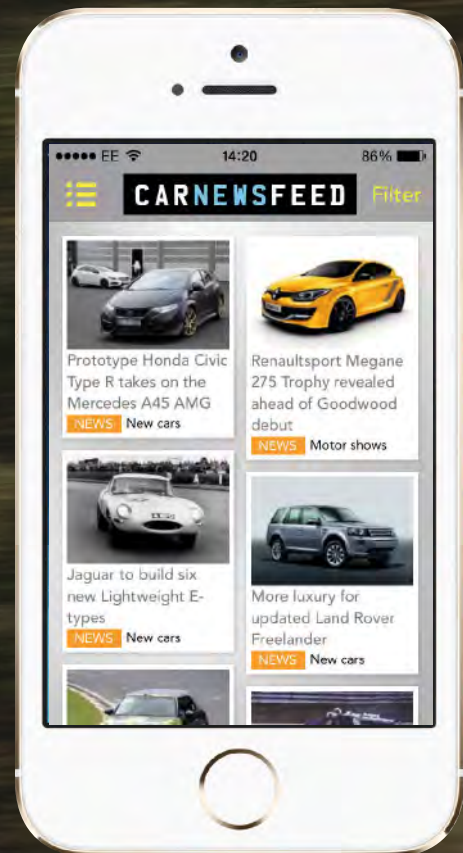
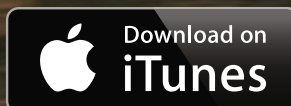
**Expenses** Service £178.81 **Last seen** 21.1.15





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# Toyota GT86

**Mileage | 18,300** Look what a mechanical car wash can do to your lovely sports coupé...

**G**enerally I don't use mechanical car washes, because they tend to do half a job and there's no substitute for elbow grease.

However, the other day I was weak. It was late, I was in a rush and the GT86 was dirty, in the way only a car that visits a horse yard every day can be dirty. I was at a filling station with a mechanical wash, so I used it.

After it did its shabby, disconcerting, rag-twisting thing, I drove out, folded out the door mirrors and reattached the aerial. Then I spotted a problem.

Now, if you leave things protruding from a car, you get what you deserve, but a bent numberplate? I can barely comprehend how agricultural the machine must be.

Thankfully, the plate is aluminium, not plastic, so it bent rather than



Well-worn rear tyres have been replaced, but we've put the new ones on the front



Bent numberplate had to be replaced

snapping. The garage said they might foot the cost, but Toyota GB keep the V5C and thought it easier and cheaper to just make a new plate rather than posting me the relevant documentation.

So the GT86's nose is now pristine again – as are the front tyres. It was actually the rear tyres that needed to be replaced (while making for amusing handling, they had all but expired), but we decided to put the two new Michelin Primacys (£120 each) on the front this time, while the existing front wheels were moved to the rear axle.

I was confident that I knew what had caused the front (now rear) offside tyre's slow puncture, too. It started after someone borrowed the car to capture a drift photo, but I suspect some clumsy understeer eased the seal around the rim loose, allowing a tiny amount of air to escape.

No loss could be spotted in a water bath (at about 0.5psi per day, I'm not surprised), so I momentarily overinflated the tyre in the hope that the high pressure would coax it to reseal, then the tyre fitter tightened the valve. One of those things seems to have worked, so I can carry on wearing this pair down to the legal limit.

[matt.prior@haymarket.com](mailto:matt.prior@haymarket.com)

## Toyota GT86

**Price** £25,110 **Price as tested** £26,650

**Economy** 36.7mpg **Faults** None

**Expenses** Oil £20, service £169, two tyres £240 **Last seen** 21.1.15



## Alpina D3 Biturbo

### Mileage 7080

It's that time of year again – when the gritters come along seemingly every night and you feel the need to then clean your car seemingly every day.

However, I genuinely enjoy cleaning the D3, despite the fact that it's freezing cold outside and it would

cost me only a few quid to get the job done by my local hand wash squad. Its gleaming metallic black paintwork and those lovely jet turbine silver alloy wheels come right back to life in front of my eyes when the winter grime is washed away.

I swear that the D3 feels sweeter

to drive once all the dirt has been replaced by a shiny new hotwax finish, too. It's a bit like the feeling you experience when you drive away from a service. Everything feels that little bit crisper and better, somehow, even though it probably isn't.

In every other way, the D3 continues to be pretty much the perfect car for me. Its cabin still looks and feels brand new, even after six months and 7000 miles. Its twin-turbo diesel engine continues to loosen up and feels more potent than ever today, which is saying something. And its ride, handling, steering, brakes and general dynamic personality continue to blow me away. As does its 40-45mpg economy, allied to a real-world range of 450 miles.

The only aspect that irks me about running the car at the moment has nothing to do with the car itself but, instead, the price of diesel compared with the price of petrol. It still costs more than £60 to fill the D3's tank from empty, whereas petrol-driving friends and colleagues are all boasting about

how much less it costs them to fill their cars now than it did a year ago.

Beyond this, however, I really do love the Alpina to bits. Which is why I keep recommending it to anyone serious who's prepared to listen. When people then come back to me and say: "I tried it, I loved it, I bought one", it makes me very happy indeed.

[steve.sutcliffe@autocar.co.uk](mailto:steve.sutcliffe@autocar.co.uk)

## Alpina D3 Biturbo

**Price** £46,950 **Price as tested** £54,440

**Economy** 43.6mpg **Faults** None

**Expenses** None **Last seen** 14.1.15



Alpina Classic rims look best when clean



# DEALS

Bargain new  
and used motors



## A safer way to buy a Seven

Caterham Cars has just started its own approved used scheme. **James Ruppert** has his head turned

**M**anufacturer-backed used car schemes: I love them. In theory, they mean that you just can't go wrong when it comes to buying a used car. The dealer and ultimately the manufacturer are obliged to look after you, and if they don't, they should be thoroughly ashamed. Well, I am delighted to report that Caterham Cars has launched a new scheme designed to offer buyers the finest pre-owned Sevens in the country.

It is called Caterham Selected and it means that enthusiasts looking for a modern or even vintage Caterham can now purchase a pre-owned model benefiting from the same peace of mind as buyers of a brand-new vehicle.

Owners of a Caterham Selected car

will enjoy several benefits: an 81-point check (as defined by Caterham's own engineering team), 12 months' parts and labour warranty, a year's AA breakdown cover (including Home Start), free MOT tests throughout their ownership of the car and a Caterham HPI certificate. All very reassuring.

There isn't really an awful lot to go wrong with Caterhams, and because you can pretty much see all the innards from the pavement, it doesn't take long to see if something is awry. The only issue I ever have is working out exactly what the specification is, because there is no such thing as a standard Seven. But hey, Caterham can tell you exactly how it left the factory, either as a complete car or a kit. That's the beauty of Sevens: they



Caterham says it picks only quality cars

may look slightly similar but, like their owners, they are brilliantly individual.

According to Caterham, all vehicles covered by the scheme are chosen for their superior condition, specification and provenance. So let's take a closer look at some. The bargain basement ones start at £15,995, which will bag you a Roadsport with either a K-series or Ford Sigma engine. There are also some Academy racers at this money

**Caterham Selected Sevens start at £15,995, which bags a Roadsport with either a K-series or Ford Sigma engine**





**P66 James Rupert**  
Used car expert



**P68 Aaron Smith**  
Deals expert



**P70 Nic Cackett**  
Data expert

All Caterham Sevens are minimalist; some are more minimalist than others...

## BANGERNOMICS BEST BUYS



### READER'S CAR: FORD MONDEO ST200

Steve Robinson bought his 56-plate Ford Mondeo ST200 three years ago for £6000, which included a year's tax and full service history. The mileage is currently 58,800. The original battery was replaced under warranty, and the only other problem has been a split breather pipe, which was sorted for 50 quid. The fuel economy isn't brilliant, but Steve loves the V6 engine. He relishes the fact that he gets to drive what is now such a rare and capable car. So far, he has never seen another one going the other way.

### SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics  
Email: james@bangernomics.com

### WHAT CAUGHT MY EYE THIS WEEK: ALPINA B10

A 2000 Alpina B10 V8 4.6 with a full service history and 60,000 miles was hard to miss at just £8995. It's a super-saloon future collectable that you should buy now.



### USED CAR DILEMMA: RENAULT ESPACE

Super-cool MPV: a contradiction in terms, surely? No such thing exists, right? Well, actually, until Renault retired it from the UK, the Espace qualified. Bonus points for a 2.9 V6 Executive, but a 2.1 TD in Alize spec is more likely.

SUPER  
COOL

PEOPLE  
CARRIER



and one in Gulf colours caught my eye. For £17,995, though, I could get a 2006 Roadsport in Prisoner paint scheme and Minilite alloy wheels.

Further up the price scale, a bonkers 230bhp Superlight 500 without the inconvenience of a windscreen is just £23,495. Why on earth bother with one of those dumbed-down, over-the-top supercars when right here, for over-specified hatch money, is the wildest drive you'll ever enjoy? After that, it's a struggle to spend anything exceeding £30k when there are such lovely Superlights to choose from.

The very best thing in all this is that Caterham will be holding your hand the whole way. What's not to love?



# 150mph for £2k

High-performance cars from the 1990s and early 2000s can be snapped up for family hatchback money. **Aaron Smith** nominates the best 150mph-plus cars on sale for less than £2k

## 1 BMW 535i 1996-2003

The E39 generation of the BMW 5 Series saloon has a timeless design, a superb ride and decent handling. There's also a fine range of strong engines, and the 3.5-litre V8-powered 535i is capable of topping out at 152mph.

The 535i isn't the most common of E39s on the market, but we found a tidy 2003 model with an automatic gearbox

and respectable 112,000 miles under its belt for £1950. The engines themselves are strong, but look out for worn rear suspension bushes and electrical niggles with the ECU.

**For** Elegant looker and a fabulous mile-muncher

**Against** Electrical problems can flare up from time to time



## 2



## Volvo V70 T5 2000-2007

There's a good reason why many police constabularies across the UK have employed the Volvo V70 T5 as a motorway chariot: because they're highly durable, practical and a genuinely fast estate car.

Powered by a turbocharged 2.3-litre five-cylinder engine kicking out 250bhp, it's capable of 0-62mph in 6.8sec and will keep on accelerating to 155mph. Being

a Volvo, the V70 T5 possesses thick, comfortable seats and a high safety rating. There are some leggy examples in the classifieds, but look hard and you can bag a 2003 V70 T5 with a decent mileage for £1800.

**For** Spacious cabin, good interior quality, high safety rating

**Against** Not the sharpest-handling estate you'll ever find

## Lexus LS400 1990-2000

One of the most well-equipped luxury saloons of the 1990s, the Lexus LS400 was arguably ahead of its time when it was launched. The company spent six years developing the LS400, racking up \$1 billion in development costs.

It paid off, though. Six-figure mileages are a regular sight with these luxury barges, and there's even one example

on record in America that has 902,000 miles on the clock and is still going strong. Opt for a post-1997 example and the 4.0-litre V8 engine pumps out 290bhp, helping the car to hit 155mph.

**For** Superbly built luxury saloon with plenty of kit

**Against** Expensive consumable items, such as exhaust and tyres

## 3







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4



### Mercedes-Benz CLK430 1997-2002

The first generation of the Mercedes-Benz CLK430 is a rare machine, but a persistent scan of the classified ads will usually turn up this genuine four-seat coupé with all the toys and a thunderous 275bhp 4.3-litre V8 engine.

It's good for 0-62mph in 6.4sec and a governed top speed of 155mph. Back in 2001, a brand-new CLK430 Avantgarde would have set you back £56,000.

Today, the same car can be had for a fiver under two grand with less than 100,000 miles on the clock. However, Mercedes from this era are renowned for corrosion, so inspect any potential purchase carefully.

**For** Powerful V8 engine, loads of equipment  
**Against** Uninspiring handling, dull steering feel, some electrical issues

### Fiat Coupé 20v Turbo 1993-2000

Designed by Chris Bangle, the Fiat Coupé was one of the controversial designer's better-looking efforts. Based on the Fiat Tipo platform, this sharp-handling coupé was one of the fastest front-wheel-drive cars of its era.

That was mainly down to its boisterous turbocharged 2.0-litre five-cylinder motor, which develops

220bhp. Buy a post-1998 Coupé with the six-speed manual gearbox and it will crack 0-62mph in 6.5sec and peak at 155mph. Clean, well-maintained examples can be had for £1800.

**For** Dramatic styling, easily exploited handling, strong performance  
**Against** Ropy build quality, some engine issues

5





# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 83**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b>	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆		
1.4 T-Jet	E14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b>	Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆		
1.4 16v Turbo T-Jet	E16005	133	155	27
<b>PUNTO EVO 3dr hatch</b>	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆		
1.4 Turbo M'Air	E16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b>	Classy, well equipped and cheap. No dynamic benchmark	★★★★☆		
0.9 TB TwinAir 105 Distinctive	E16070	103	98	13
0.9 TB Twinair 105 Sprint	E14870	103	99	13
0.9 TB TwinAir 105 OV Line	E16820	103	98	13
1.4 140 M'air TCT Distinctive	E17620	138	124	19
1.4 140 M'air TCT OV Line	E18370	138	124	20
1.4 170 M'Air O'Verde	E20210	168	139	26
1.3 JTDm-2 85 Sprint	E15415	94	90	11
1.3 JTDm-2 85 Distinctive	E16655	94	90	11
1.6 JTDm-2 120 0'live S-S	E17820	118	114	19
1.6 JTDm-2 120 OV Line	E18570	118	114	20
<b>GIULIETTA 5dr hatch</b>	Stylish, rewarding family hatch. A new era for Alfa	★★★★☆		
2.0 JTDm 175 Excl. TCT	E25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	E27380	148	110	20
1.4 TB 120 Progression	E18240	118	149	16
1.4 TB 120 Distinctive	E19490	118	149	16
1.4 TB Multiair 170 Distinctive	E20990	168	134	23
1.4 TB Multiair 170 Excl.	E22740	168	134	23
1.4 TB Multiair 170 Ex'ive TCT	E24035	168	121	23
1.4 TB Multiair 170 Sportiva N	E24490	168	134	23
1.4 TB Mult'170 Spva Nav TCT	E25785	168	121	23
1.6 JDTM 105 Progression	E19170	103	114	16
1.6 JTDm 105 Distinctive	E20420	103	114	16
1.6 JTDm 105 Excl.	E22170	103	114	16
2.0 JTDm 150 Distinctive	E21720	148	110	20
2.0 JTDm 150 Excl.	E23470	148	110	20
2.0 JTDm 150 Sportiva Nav	E25220	148	110	20
<b>4C 2dr coupé</b>	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆		
1.75T	E45000	237	-	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E51350	394	224	-
<b>B3 4dr saloon</b>	Rapid, usable and cheaper alternative to an M3	★★★★☆		
3.0 S Biturbo	E50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b>	Rapid, usable, cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E56450	394	225	-
<b>B3 TOURING 5dr estate</b>	Rapid, usable and cheaper alternative to an M3.	★★★★☆		
3.0 S Biturbo	E51350	394	225	-
<b>B5 4dr saloon</b>	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
<b>B5 TOURING 5dr estate</b>	Huge pace, but let down by uninvolved dynamics	★★★★☆		
85 Biturbo	E71950	500	255	-
<b>B7 4dr saloon</b>	Makes sense on an autobahn but not for the UK	★★★★☆		
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
<b>D3 4dr saloon</b>	Precise dynamics with added Alpina kudos and a great engine	★★★★☆		
3.0D Biturbo	E46950	345	139	50
<b>D5 4dr saloon</b>	Rapid, usable and cheaper alternative to an M5	★★★★☆		
3.0 Bi-Turbo	E55950	340	155	-
<b>XD3 5dr 4x4</b>	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆		
3.0 XD3	E54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b>	Superb fast track minimalism. As exhilarating as cars get	★★★★☆		
245	E29321	245	-	-
300	E34319	300	-	-
<b>V8</b>	E150000	500	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b>	Four-door Aston is more practical, but just as charming	★★★★☆		
5.9 V12 S	E149995	550	355	-
<b>VANTAGE 2dr coupé</b>	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆		
4.7 V8 N420	E96995	420	328	-
4.7 V8	E84995	420	299	-
5.9 V12	E99995	430	299	-
5.9 V12	E135000	510	388	-
5.9 V12 S	E138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b>	Drop-top suits the Vantage's relaxed nature	★★★★☆		
4.7 V8	E98995	420	299	-
4.7 V8 S	E110700	430	299	-
5.9 V12	E150000	510	388	-
<b>DB9 VOLANTE 2dr open</b>	Facelift a big improvement dynamically	★★★★☆		
5.9 V12	E141995	470	333	-
<b>DB9 2dr coupé</b>	Enchanting looks, but ride is choppy. Manual the best	★★★★☆		
5.9 V12	E131995	470	333	-
<b>VANQUISH 2dr coupé</b>	A British supercar for British roads. Looks the business, too	★★★★☆		
5.9 V12	E189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b>	Audi's answer to the Mini. Fun and refined	★★★★☆		
1.2 TFSI 86 S line Style Edit	E18450	84	118	12
1.4 TFSI 122 S line Style Edit	E18860	121	124	18
1.6 TDI 105 S line Style Edit	E19510	103	99	16
1.2 TFSI 86 SE	E14115	84	118	9
1.2 TFSI 86 Sport	E15955	84	118	9
1.2 TFSI 86 S line	E17500	84	118	9
<b>1.4 TFSI 122 Sport</b>	E16365	121	124	15
1.4 TFSI 122 Sport auto	E17815	121	119	15
1.4 TFSI 122 S line	E17910	121	124	16
1.4 TFSI 122 S line auto	E19360	121	122	16
1.4 TFSI 140 Sport ACT	E17215	138	109	21
1.4 TFSI 140 S line ACT	E18760	138	109	21
1.4 TFSI 140 Black Edition ACT	E20010	138	109	22
1.4 TFSI 185 S line auto	E21420	182	139	28
1.4 TFSI 185 Black Edition auto	E22670	121	139	28
2.0 TFSI 231 S1	E25380	228	163	33
1.6 TDI 105 SE	E15175	103	99	14
1.6 TDI 105 Sport	E17015	103	99	14
1.6 TDI 105 S line	E18560	103	99	15
2.0 TDI 143 Sport	E18640	141	108	21
2.0 TDI 143 S line	E20185	141	108	21
2.0 TDI 143 Black Edition	E21435	141	108	21
<b>A1 5dr sportback</b>	Rear doors add convenience to an attractive package	★★★★☆		
1.2 TFSI 86 S line Style Edit	E19070	84	118	12
1.4 TFSI 122 S line Style Edit	E19480	121	126	18
1.4 TFSI 140 Black Edition ACT	E20630	138	113	22
1.4 TFSI 140 S line ACT	E19380	138	113	21
1.4 TFSI 140 Sport ACT	E17835	138	109	21
1.4 TFSI 185 Black Edition	E23290	182	139	29
1.6 TDI 105 S line Style Edit	E20130	103	99	16
2.0 TDI 143 Black Edition	E22055	141	108	22
1.2 TFSI 86 SE	E14735	84	118	9
1.2 TFSI 86 Sport	E16575	84	118	9
1.2 TFSI 86 S line	E18120	84	118	9
1.4 TFSI 122 Sport	E16985	121	126	15
1.4 TFSI 122 S line	E18530	121	126	16
1.4 TFSI 185 S line	E22040	182	139	28
2.0 TFSI 231 S1	E26110	228	166	33
1.6 TDI 105 SE	E15795	103	99	14
1.6 TDI 105 Sport	E17635	103	99	14
1.6 TDI 105 S line	E19180	103	99	15
2.0 TDI 143 Sport	E19260	141	108	21
2.0 TDI 143 S line	E20805	141	108	21
<b>A3 3dr hatch</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.2 TFSI 110 SE	E18575	108	114	14
2.0 TDI 184 quattro S line	E29905	148	124	26
2.0 TDI 184 quattro Sport	E27755	148	124	26
2.0 TDI 184 S line	E26995	148	108	28
2.0 TDI 184 Sport	E24845	148	108	27
2.0 TFSI 300 quattro S3	E30940	296	162	36
1.2 TFSI 110 Sport	E19975	108	114	14
1.2 TFSI 110 S line	E22125	108	114	15
1.4 TFSI 125 SE	E19875	123	117	16
1.4 TFSI 125 Sport	E21275	123	117	16
1.4 TFSI 125 S line	E23425	123	117	16
1.4 TFSI 150 SE ACT	E20725	148	109	21
1.4 TFSI 150 Sport ACT	E22125	148	109	21
1.4 TFSI 150 S line ACT	E24275	148	109	21
1.8 TFSI 180 Sport	E23905	178	135	23
1.8 TFSI 180 quattro Sport	E26830	178	149	25
1.8 TFSI 180 S line	E26055	178	135	24
1.8 TFSI 180 quattro S line	E28980	178	149	25
1.6 TDI 110 SE	E20825	108	99	15
1.6 TDI 110 Sport	E22225	108	99	15
1.6 TDI 110 S line	E24375	108	99	16
2.0 TDI 150 SE	E22175	148	106	21
2.0 TDI 150 Sport	E23575	148	106	21
2.0 TDI 150 S line	E25725	148	106	21
<b>A4 4dr saloon</b>	All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆		
1.4 TFSI 150 ACT Sport	E23295	148	109	21
1.6 TDI 110 S line	E25545	108	99	16
1.8 TFSI 180 quattro S line	E30150	178	149	25
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33540	296	162	36
2.0 TDI 150 Sport	E24745	148	105	21
1.4 TFSI 150 ACT S line	E25445	148	109	21
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23395	108	99	15
2.0 TDI 150 S line	E26895	148	105	21
<b>A3 5dr sportback</b>	Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆		
1.4 TFSI 125 S line	E24045	123	117	16
1.4 TFSI 125 Sport	E21895	123	117	16
1.8 TFSI 180 quattro S line	E29600	178	149	25
1.8 TFSI 180 S line	E26675	178	135	24
1.8 TFSI 180 Sport	E24525	178	135	23
2.0 TDI 150 S line	E26345	148	106	21
2.0 TDI 150 SE	E22795	148	106	21
2.0 TDI 150 Sport	E24195	148	106	21
2.0 TDI 184 quattro S line	E30525	175	124	26
2.0 TFSI 300 quattro S3	E31560	296	162	36
1.2 TFSI 110 SE	E19195	108	114	14
1.2 TFSI 110 Sport	E20595	108	114	14
1.2 TFSI 110 S line	E20495	108	114	15
1.4 TFSI 125 SE	E22745	123	117	16
1.4 TFSI 150 SE ACT	E21345	148	109	21
1.4 TFSI 150 Sport ACT	E22745	148	109	21
1.4 TFSI 150 S line ACT	E24895	148	109	21
1.8 TFSI 180 quattro Sport	E27450	178	149	25
1.6 TDI 110 SE	E21445	108	99	15
1.6 TDI 110 Sport	E22845	108	99	16
1.6 TDI 110 S line	E24995	108	99	17
2.0 TDI 184 Sport	E25465	175	110	27
2.0 TDI 184 quattro Sport	E28375	175	124	26
2.0 TDI 184 S line	E27615	175	110	28
<b>A3 CABRIOLET 2dr open</b>	A measured success, but the usual sacrifices make it fun free	★★★★☆		
1.4 TFSI 150 S line	E29635	148	114	23
1.4 TFSI 150 SE	E26085	148	114	22
1.4 TFSI 150 Sport	E27485	148	114	23
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31085	148	110	25
2.0 TDI 150 SE	E27535	148	110	24
2.0 TDI 150 Sport	E28935	148	110	25
1.8 TFSI 180 Sport	E29265	178	140	29
1.8 TFSI 180 quattro Sport	E32225	178	149	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34375	178	154	32
1.6 TDI 110 SE	E26185	108	104	17
1.6 TDI 110 Sport	E27585	108	104	18
1.6 TDI 110 S line	E29735	108	104	20
<b>A4 4dr saloon</b>	Highly competent and quality-led; leaves the dynamic finesse to its rivals	★★★★☆		
2.0 TDI 150 Black Edition	E31005	148	119	24
2.0 TDI 150 S line	E29930	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E29855	148	127	23
2.0 TDI 177 SE Technik	E29320	175	120	27
2.0 TFSI 225 quattro Black Edit	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34200	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	33
2.0 TFSI 225 quattro SE Techni	E32645	222	155	33
1.8 TFSI 120 SE	E24385	118	151	19
1.8 TFSI 120 SE Technik	E25385	118	151	19
1.8 TFSI 120 S line	E26940	118	151	20
1.8 TFSI 120 Black Edition	E28015	118	151	20
1.8 TFSI 170 SE	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27000	168	134	25



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TDI 177 quattro Black Edit	£36790	175	134	29
3.0 TDI 204 S line	£37660	201	129	30
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Edit	£42260	242	149	35
<b>A5 CABRIOLET 2dr open</b> Appealing, Lower-powered, steel-sprung trim's best ★★★★★				
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38520	148	124	27
2.0 TDI 150 SE	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38705	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	36
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	154	40
1.8 TFSI 170 SE	£32320	168	143	28
3.0 TFSI 333 S5	£46770	328	184	42
4.2 V8 RS5	£69505	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£44985	242	154	39
<b>A6 4dr saloon</b> The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 BITDI 320 quattro Black Edit	£50750	316	164	44
3.0 BITDI 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	127	35
3.0 TDI 218 quattro Black Edit	£44480	215	138	40
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
4.0 TDI 272 quattro Black Edit	£46040	268	138	42
4.0 TFSI 450 S6	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Editn	£36580	187	119	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	35
3.0 TDI 272 quattro SE	£41415	268	133	41
3.0 TDI 272 quattro S line	£43865	268	133	41
3.0 BITDI 320 quattro SE	£46125	316	159	43
<b>A6 ALLVANT 5dr estate</b> A capable stress buster, BITDI a giant killer. ★★★★★				
3.0 BITDI 320 quattro Black Edit	£52860	316	169	44
3.0 BITDI 320 quattro S line	£50575	316	164	43
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Edit	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
4.0 TDI 272 quattro Black Edit	£48055	268	144	42
4.0 TFSI 560 RS6	£77995	552	223	50
4.0 TFSI 450 S6	£58000	429	219	47
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
2.0 TDI 190 Ultra Black Editn	£38580	187	124	33
<b>3.0 TDI 218 SE</b> £40095 215 125 34				
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 BITDI 320 quattro SE	£48125	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BITDI 313 quattro	£50115	308	176	41
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and power. ★★★★★				
3.0 BITDI 313 quattro Black Edit	£56800	309	166	42
3.0 BITDI 313 quattro S line	£54450	309	166	42
3.0 BITDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	135	33
3.0 TDI 204 quattro Black Edit	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	36
3.0 TDI 245 quattro Black Edit	£53155	242	156	41
3.0 TFSI 310 quattro Black Edit	£53260	296	190	41
3.0 TFSI 310 quattro SE	£49120	296	190	40
3.0 TFSI 310 quattro S line	£50910	296	190	41
4.2 TFSI 420 S7	£62345	414	225	43
4.0 TFSI RS7	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 SE quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80690	513	225	49
6.3 W12 500 quattro L	£98100	493	264	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exe	£67550	254	158	47
4.2 TDI 385 quattro SE Exec	£72790	380	194	50
4.2 TDI 385 quattro SE Ex L	£76755	346	197	50
4.2 TDI 385 quattro Sport Exe	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 S line	£26625	138	137	20
1.4 TFSI 150 SE	£23875	138	137	20
2.0 TDI 140 quattro S II plus	£32145	138	149	19
2.0 TDI 140 quattro S line	£29795	138	149	18
2.0 TDI 140 quattro SE	£27045	138	149	18
2.0 TDI 177 quattro S II plus	£33085	175	148	23
2.0 TDI 177 S line	£29305	168	144	24
2.0 TDI 177 SE	£26555	168	144	23
2.0 TFSI 170 quattro S II plus	£31840	168	174	24
2.0 TFSI 211 quattro S II plus	£34765	208	179	28
2.0 TFSI 170 quattro SE	£26740	168	174	20
2.0 TFSI 170 quattro S line	£29490	168	174	20
2.0 TFSI 211 quattro SE	£29665	208	179	25
2.0 TFSI 211 quattro S line	£32415	208	179	25
2.5 TFSI RS	£34015	306	206	37
2.0 TDI 140 SE	£25600	138	137	18
2.0 TDI 140 S line	£28350	138	137	18
<b>2.0 TDI 177 quattro SE</b> £27985 175 148 21				
2.0 TDI 177 quattro S line	£30735	175	148	21
<b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.5 TFSI RS	£32720	222	174	29
2.0 TFSI 225 quattro S line	£35120	222	174	30
2.0 TFSI 225 q'tro S line Plus	£37620	222	174	30
2.0 TDI 150 quattro SE	£31635	148	154	21
2.0 TDI 150 quattro S line	£34035	148	154	21
2.0 TDI 150 quattro S line Plu	£36535	148	154	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 BITDI 313 S05	£44715	309	179	41
<b>Q7 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	£50055	201	189	37
3.0 TDI 245 S line Plus	£51485	237	195	41
3.0 TDI 245 S line Sport Editi	£54485	237	195	41
3.0 TDI 245 S line Style Editi	£52985	237	195	41
4.2 TDI 340 S line Plus	£61120	335	242	46
4.2 TDI 340 S line Sport Editi	£64120	335	242	47
4.2 TDI 340 S line Style Editi	£62620	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£45555	237	189	36
3.0 TDI 245 S line	£46985	237	195	40
4.2 TDI 340 S line	£56620	335	242	45
<b>T7 2dr coupé</b> TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29860	228	137	-
2.0 TFSI Sport quattro	£32785	228	149	-
2.0 TFSI S line	£32410	228	137	-
2.0 TFSI S line quattro	£35335	228	149	-
2.0 TDI ultra Sport	£29770	181	110	-
2.0 TDI ultra S line	£32320	181	110	-
<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	£93735	424	332	50
5.2 FSI 525 V10	£114835	518	346	50
5.2 FSI 550 V10 Plus	£126835	543	346	50
<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupé's poise. ★★★★★				
4.2 FSI 430 V8	£102385	424	337	50
5.2 FSI 525 V10	£123485	518	349	50
<b>BAC MONO 2dr open</b> An F-22 Raptor for the road. Only better built. ★★★★★				
Mono 2.3	£111168	280	-	-
<b>BENTLEY CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot. ★★★★★				
V8-inspired reboot	★ ★ ★ ★ ★			
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
<b>CONTINENTAL GT CONVERTIBLE 2dr open</b> A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	£136250	500	254	50
6.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
<b>MULSANNÉ 4dr saloon</b> Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	£224700	506	393	-
<b>FLYING SPUR 4dr saloon</b> Superb inside. As it should be. ★★★★★				
4.0 V8	£136000	500	254	50
6.0 W12	£140900	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
<b>BMW 13dr hatch</b> Superb really, but pricey and not free from the usual electric car practicality issues. ★★★★★				
13i EV	£30680	168	0	21
13i EV Range Extender	£33830	168	13	21
<b>1SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i M Sport	£24390	215	137	22
114i ES	£17775	101	127	12
114i SE	£18345	101	127	12
114i Sport	£19475	101	132	13
116i SE	£19895	134	125	17
116i Sport	£21025	134	131	18
116i Urban	£22470	134	131	18
116i M Sport	£21025	134	131	18
118i SE	£21945	134	132	22
118i Sport	£22945	134	137	22
125i M Sport	£26025	215	154	30
M135i	£34045	315	188	39
114d ES	£19410	94	109	14
114d SE	£19980	94	109	14
114d Sport	£20980	94	112	15
116d SE	£20830	114	109	15
116d Sport	£21830	114	114	16
116d M Sport	£23275	114	114	16
116d Urban	£21830	114	114	16
116d EfficientDynamics	£20830	114	99	15
118d SE	£21975	141	109	19
118d Sport	£22975	141	115	20
118d M Sport	£24420	141	115	20
118d Urban	£22975	141	115	20
120d SE	£23425	181	114	24
120d Sport	£24425	181	119	24
125d M Sport	£25870	181	119	24
125d M Sport	£27765	215	128	31
<b>1SERIES 5dr hatch</b> Measures up on space and comfort now. Still no 3 Series. ★★★★★				
116d EfficientDynamics Business	£22760	114	99	15
120d xDrive M Sport	£27900	181	126	24
120d xDrive Sport	£26455	181	126	24
114i	£18305	101	127	12
114i SE	£18875	101	127	12
114i Sport	£2			



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
335d xDrive M Sport	£42820	309	148	43
335i M Sport	£39060	302	189	37
335i M Sport	£39560	302	189	38
320i Sport	£28905	181	152	30
320i Luxury	£30405	181	152	31
320i M Sport	£30905	181	152	31
328i Luxury	£33605	242	159	36
328i M Sport	£34105	242	159	36
316d ES	£26875	114	123	20
316d SE	£27725	114	123	20
316d Sport	£28725	114	123	20
318d SE	£28975	141	123	24
318d Sport	£29975	141	123	24
318d Luxury	£31475	141	123	25
318d M Sport	£31975	141	123	25
320d SE	£30075	181	125	31
320d Luxury	£32575	181	125	32
320d M Sport	£33075	181	125	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34205	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£35405	255	135	38
330d Luxury	£37905	255	135	38
330d M Sport	£38405	255	135	38
330d xDrive Luxury	£39420	255	142	41
330d xDrive M Sport	£39920	255	142	41
<b>3 SERIES GT 5dr hatch</b> Hatchback practicality meets 3-Series talent. Duller but decent. ★★★★★				
318d M Sport	£32825	141	122	25
318d SE	£30575	141	119	24
320i M Sport	£31455	181	156	31
320i SE	£29205	181	153	31
320i xDrive Luxury	£32705	181	164	31
320i xDrive M Sport	£33065	181	167	31
320i xDrive SE	£30705	181	164	31
320i xDrive Sport	£31705	181	164	31
328i SE	£32405	242	156	35
328i xDrive M Sport	£40770	258	143	41
320i Sport	£30205	181	153	31
320i Luxury	£31205	181	153	31
328i Sport	£33405	242	156	36
328i Luxury	£34405	242	156	36
328i M Sport	£34655	242	158	36
335i Luxury	£39860	302	188	38
335i M Sport	£40110	302	189	38
318d Sport	£31575	141	119	24
318d Luxury	£32575	141	119	24
320d SE	£31675	181	129	30
320d Sport	£32675	181	129	30
320d Luxury	£33675	181	129	30
320d M Sport	£34055	181	131	30
325d SE	£33605	215	134	34
325d Luxury	£35605	215	134	34
325d M Sport	£35855	215	137	34
330d SE	£37005	258	135	40
330d Luxury	£39005	258	135	40
330d M Sport	£39255	258	136	41
330d xDrive SE	£38520	258	142	40
330d xDrive Luxury	£40520	258	142	40
330d xDrive M Sport	£43420	313	148	42
330d xDrive Sport	£43670	313	149	42
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road steer. Very comely though. ★★★★★				
430d M Sport	£40245	255	132	40
420i SE	£29425	181	144	30
420i Sport	£30925	181	144	30
420i Luxury	£31925	181	144	30
420i M Sport	£32425	181	147	30
420i xDrive SE	£30960	181	159	30
420i xDrive Sport	£32460	181	159	30
420i xDrive Luxury	£33460	181	159	31
420i xDrive M Sport	£33960	181	162	31
428i SE	£32820	242	154	33
428i Sport	£34320	242	154	33
428i Luxury	£35320	242	154	34
428i M Sport	£35820	242	156	34
435i Luxury	£41025	302	185	36
435i M Sport	£41665	302	189	36
M4	£56650	425	204	42
420d SE	£31795	181	124	29
420d Sport	£33295	181	124	30
420d Luxury	£34295	181	124	30
420d M Sport	£34795	181	127	30
420d xDrive SE	£33295	181	126	29
420d xDrive Sport	£34795	181	126	29
420d xDrive Luxury	£35795	181	129	30
420d xDrive M Sport	£36295	181	129	30
425d SE	£34730	215	131	34
425d Sport	£36230	215	131	34
425d Luxury	£37320	215	131	34
425d M Sport	£37730	215	135	34
430d Luxury	£39615	255	129	40
430d xDrive SE	£41245	255	137	40
430d xDrive M Sport	£41760	255	141	40
430d xDrive Luxury	£44545	308	143	41
430d M Sport	£45045	308	146	41
<b>4 SERIES 2dr open</b> A quality product to be sure, but some of the verve has gone with the roof. ★★★★★				
430d SE	£39880	181	133	31
420d M Sport	£40380	181	138	31
420d SE	£37380	181	133	30
420d Sport	£38880	181	133	30
420d SE	£40220	242	159	36
428i M Sport	£40720	242	163	37
428i SE	£37720	242	159	36
428i Sport	£39220	242	159	36
430d M Sport	£45700	255	144	41
435i M Sport	£45680	302	190	39
M4	£46180	302	195	39
420i SE	£61145	425	213	45
420i Sport	£34910	181	154	30
420i M Sport	£36410	181	154	31
420i SE	£37410	181	154	31
420i Sport	£37910	181	159	31
425d SE	£39240	218	138	34
425d Sport	£40740	218	138	34
425d SE	£41740	218	138	34
425d M Sport	£42255	218	142	35
430d SE	£45185	255	139	40
430d xDrive SE	£49100	308	152	42
430d xDrive M Sport	£49600	308	155	42
<b>4 SERIES GRAN COUPE 4dr saloon</b> A prettier 3-Series. Very good, but not better. ★★★★★				
420d M Sport	£35495	181	128	30
420d xDrive SE	£33995	181	129	29
420i SE	£30125	181	149	29
420i Sport	£31625	181	149	29
420i M Sport	£32625	181	149	29
420i SE	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive M Sport	£33160	181	161	30
420i xDrive SE	£34160	181	161	30
420i xDrive M Sport	£34660	181	164	31
428i SE	£33520	245	154	33
428i Sport	£35020	245	154	34
428i Luxury	£36020	245	154	34
428i M Sport	£36520	245	156	34
435i SE	£41865	306	189	36
435i M Sport	£42365	306	193	36
418d SE	£33195	141	121	24
418d Sport	£34195	141	121	24
418d SE	£34695	141	124	24
418d M Sport	£32495	181	124	29
420d SE	£33995	181	124	29
420d Sport	£34995	181	124	30
420d xDrive SE	£35495	181	129	30
420d xDrive M Sport	£36495	181	129	30
420d xDrive SE	£37125	181	133	30
430d SE	£40445	255	134	39
430d M Sport	£40945	255	138	40
430d xDrive SE	£41945	255	140	39
430d xDrive M Sport	£42460	255	144	39
435d xDrive SE	£45245	308	146	41
435d xDrive M Sport	£45745	308	149	41
<b>5 SERIES 4dr saloon</b> No longer a handling benchmark. Superb interior. ★★★★★				
530d SE	£44255	241	139	43
535i M Sport	£44740	302	179	42
520i SE	£33130	181	149	36
520i Sport	£35965	181	154	37
520i M Sport	£35965	181	159	37
528i SE	£36695	242	142	40
528i Sport	£39495	242	147	41
528i M Sport	£39530	242	152	41
535i SE	£44685	302	174	42
535i M Sport	£57610	402	199	46
550i M Sport	£57910	402	206	46
ActiveHybrid 5 SE	£47790	335	149	44
ActiveHybrid 5 SE	£48825	335	159	44
ActiveHybrid 5 M Sport	£50625	335	163	44
4.4 V8 M5	£73960	552	232	48
518d SE	£33665	141	114	30
518d Sport	£33665	141	119	31
520d SE	£32365	181	114	33
520d Sport	£35165	181	119	34
520d M Sport	£35165	181	124	34
525d SE	£36980	215	129	39
525d Sport	£39910	215	134	40
525d M Sport	£39910	215	139	40
530d SE	£41455	241	134	43
530d M Sport	£44270	241	144	43
535d SE	£42430	308	143	45
535d M Sport	£42530	308	148	45
<b>5 SERIES TOURING 5dr estate</b> Great overall package. 520d the best. ★★★★★				
518d M Sport	£35865	141	127	31
530d SE	£46470	241	144	43
530d Sport	£51120	308	149	45
535d SE	£46940	302	179	42
535i M Sport	£46940	302	179	42
520i SE	£35365	181	157	36
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i Sport	£41730	242	154	41
528i M Sport	£41730	242	154	41
518d SE	£35365	141	122	30
518d Sport	£35865	141	127	31
520d SE	£34565	181	122	33
520d Sport	£37365	181	127	34
520d M Sport	£39310	181	136	35
525d SE	£42125	215	141	40
525d Sport	£42125	215	141	40
530d SE	£43655	241	139	43
530d Sport	£46470	241	144	43
530d M Sport	£51120	308	149	45
<b>5 SERIES GT 5dr hatch</b> Fine cabin, but only seats four. Poor ride and steering. ★★★★★				
535i SE	£46965	241	153	43
535i Sport	£49460	302	192	44
550i M Sport	£50260	302	192	44
550i SE	£59510	402	214	46
550i M Sport	£60460	402	214	46
520d SE	£38045	181	144	33
520d Sport	£40845	181	144	34
530d M Sport	£40845	181	144	34
530d SE	£49655	241	153	44
530d M Sport	£49765	241	153	44
5335				



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 Blue HDi 150 Excl.*	£25410	148	113	24
<b>GRAND C4 PICASSO 5dr mpv</b> Plushness and an improved dynamic make for a better car. ★★★★★				
1.6 VTI 120 VTR	£19460	118	145	13
1.6 VTI 120 VTR	£20720	118	145	13
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl.*	£25420	154	142	22
1.6 e-HDi 90 ET66 VTR	£20850	91	98	15
1.6 e-HDi 90 ET66 VTR*	£22110	91	98	15
1.6 e-HDi 115 VTR*	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	18
1.6 e-HDi 115 Excl.*	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24710	148	110	24
2.0 Blue HDi 150 Excl.*	£27110	148	113	25
<b>DACIA</b>				
<b>SANDERO 5dr hatch</b> A clever budget prospect. But its limitations are unavoidable. ★★★★★				
0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
0.9 Tce Stepway Ambiance	£8395	89	124	7
0.9 Tce Stepway Laureate	£9995	89	124	8
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	98	8
1.5 dCi Laureate	£9795	89	98	10
1.5 dCi Stepway Ambiance	£9395	89	105	10
1.5 dCi Stepway Laureate	£10995	89	105	11
<b>LOGAN MCV 5dr estate</b> Lacks its stablemates' charm. Certainly retains the cheap. ★★★★★				
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
<b>DUSTER 5dr 4x4</b> Cheap, but cheerfully robust. Surprisingly convincing presence. ★★★★★				
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
<b>FERRARI</b>				
<b>F12 2dr coupé</b> Proper V12 Ferrari with serious exclusivity and appeal. ★★★★★				
6.3 V12	£239352	730	350	50
<b>FF 2dr coupé</b> Four-door Ferrari estate has appeal but lacks classic DNA. ★★★★★				
6.3 V12	£227077	651	360	50
<b>CALIFORNIA 2dr open</b> Sleek, comfortable and fast. A real improvement. ★★★★★				
4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50
<b>458 2dr coupé</b> The complete supercar. Calm ride, explosive performance. ★★★★★				
4.5 V8 Italia	£178461	570	307	50
<b>458 SPIDER 2dr open</b> The complete supercar. Minus roof. A world-class head turner. ★★★★★				
4.5 V8	£198906	570	275	50
<b>FIAT</b>				
<b>PANDA 5dr hatch</b> Cheap, practical and very nearly spot on. ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£12795	84	105	6
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11095	84	99	7
0.9 TwinAir 85 Lounge	£11595	84	99	7
0.9 TwinAir 85 4x4	£14295	84	114	7
1.2 Pop	£9095	68	120	3
<b>1.2 Easy</b>	£9895	68	120	4
1.2 Lounge	£10395	68	120	3
1.3 MultiJet 75 Pop	£11295	74	104	7
1.3 MultiJet 75 Easy	£12095	74	104	7
1.3 MultiJet 75 Lounge	£12595	74	104	7
1.3 MultiJet 75 Trekking	£13795	74	109	7
1.3 MultiJet 75 4x4	£15295	74	125	7
<b>500 3dr hatch</b> Super desirable, cute city car. Pleasant, if not involving, to drive. ★★★★★				
0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£13700	103	92	10
0.9 TwinAir 105 S	£13850	103	92	10
0.9 TwinAir 85 60	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 MultiJet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13220	84	92	10
0.9 TwinAir 85 S	£13370	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14720	84	99	10
0.9 TwinAir 105 Cult	£15200	103	92	10
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 MultiJet Lounge	£14220	94	97	15
1.3 MultiJet S	£14370	94	97	14
1.3 MultiJet Cult	£15720	94	97	14
<b>500 CONVERTIBLE 2dr open</b> Desirable, cute city car. Cab a better drive than hatch. ★★★★★				
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 Ambiance	£14970	68	113	10
1.3 MultiJet 60	£18890	94	97	18
1.3 MultiJet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 MultiJet Lounge	£17100	94	97	18
1.3 MultiJet Cult	£18100	94	97	18
<b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance. ★★★★★				
1.4 95 Pop	£13040	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
0.9 TwinAir 105 Lounge	£15200	94	145	10
1.4 95 Lounge	£16600	94	145	10
1.4 95 Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 MultiJet 85 Pop Star	£16690	83	110	8
1.3 MultiJet 85 Lounge	£18090	83	110	9
1.3 MultiJet 85 Trekking	£18790	83	114	7
1.6 MultiJet 105 Pop Star	£17690	103	117	17
1.6 MultiJet 105 Lounge	£19090	103	117	18
1.6 MultiJet 105 Trekking	£19790	103	122	15
1.6 MultiJet 120 Pop Star	£18190	118	120	17
1.6 MultiJet 120 Lounge	£19590	118	120	17
1.6 MultiJet 120 Trekking	£20290	118	120	17
<b>500L MPV 5dr mpv</b> As above but with seven seats flexibility in its more expensive format. ★★★★★				
1.6 MultiJet 120 Lounge 7st	£20330	118	117	17
1.6 MultiJet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£17330	83	110	8
1.3 MultiJet 85 Lounge 7st	£18830	83	110	9
1.6 MultiJet 105 Pop Star 7st	£18330	103	117	17
1.6 MultiJet 105 Lounge 7st	£19830	103	117	17
<b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 MultiJet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 MultiJet GBT	£14275	85	90	13
<b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13
<b>FORD</b>				
<b>Ka 3dr hatch</b> An agile drive and energetic petrol engine. Wooden ride. ★★★★★				
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11195	68	115	3
1.2 Metal	£11445	68	115	5
<b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above. ★★★★★				
1.0 EcoBoost 100 Zetec	£15395	99	119	9
1.0 EcoBoost 100 Titanium	£16595	99	119	10
1.0 EcoBoost 125 Zetec S-S	£15995	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17195	118	99	13
1.0 EcoBoost 125 Titanium X	£18395	118	99	13
1.4 90 Studio	£12995	89	139	7
1.4 90 Zetec	£14795	89	139	8
1.6 105 Zetec Powershift	£16465	103	149	10
1.6 105 Titanium Powershift	£17665	103	149	11
1.5 TDCi 75 Zetec	£16195	74	109	8
1.6 TDCi 95 Zetec	£16695	94	104	10
1.6 TDCi 95 Titanium	£17895	94	104	11
<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.6 105 Titanium Powershift	£16300	103	138	12
1.6 105 Zetec Powershift	£14700	103	138	12
1.0 80 Zetec S-S	£13445	79	99	6
1.0 80 Titanium S-S	£14445	79	99	7
1.0 100 EcoBoost Zetec S-S	£13945	99	99	11
1.0 100 EcoBoost Titanium S-S	£14945	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16145	99	99	11
1.0 125 EcoBoost Titanium S-S	£15445	123	99	15
1.0 125 EcoBoost Titanium X S-S	£16645	123	99	15
1.0 125 EcoBoost Zetec S-S	£15495	123	99	15
1.2 50 Studio	£9995	59	120	3
1.2 50 Zetec	£11695	59	120	4
1.2 50 Zetec S	£12195	80	120	7
1.2 50 Zetec S	£12945	80	120	7
1.6 105 Titanium Powershift	£15700	103	138	12
1.6 180 EcoBoost ST	£17250	180	138	30
1.6 180 EcoBoost ST2	£18250	180	138	30
1.6 180 EcoBoost ST3	£19250	180	138	30
1.5 TDCi 75 Style	£13695	74	98	8
1.5 TDCi 75 Zetec	£14445	74	98	9
1.5 TDCi 75 Titanium	£15445	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14795	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15345	94	87	12
1.6 TDCi 95 Zetec S	£15995	94	95	12
1.6 TDCi 95 Titanium ECOnetic	£16345	94	87	12
1.6 TDCi 95 Titanium X	£17145	94	95	13
<b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.2 50 Zetec	£12795	80	120	7
1.6 105 Zetec Powershift	£15300	103	138	12
1.0 80 Zetec S-S	£14045	79	99	6
1.0 80 Titanium S-S	£15045	79	99	7
1.0 100 EcoBoost Zetec S-S	£14545	99	99	11
1.0 100 EcoBoost Titanium S-S	£15545	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16745	99	99	11
1.0 125 EcoBoost Titanium S-S	£16045	123	99	15
1.0 125 EcoBoost Titanium X S-S	£17245	123	99	16
1.2 50 Style	£12295	59	120	4
1.2 50 Zetec	£13545	80	120	7
1.5 TDCi 75 Style	£14295	74	98	8
1.5 TDCi 75 Zetec	£15045	74	98	9
1.5 TDCi 75 Titanium	£16045	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15395	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15945	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£16945	94	87	12
1.6 TDCi 95 Titanium X	£17745	94	95	13
<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta okay, but developing world origins show through. ★★★★★				
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
<b>FOCUS 5dr hatch</b> Still best to drive, but only just. Still feels like a complete package. ★★★★★				
1.6 125 Zetec S	£20795	123	146	14
1.0 100 EcoBoost Style	£17295	99	105	10
1.0 100 EcoBoost Zetec	£18295	99	105	10
1.0 100 EcoBoost Titanium	£19795	99	105	10
1.0 100 EcoBoost Titanium X	£21795	99	105	10
1.0 125 EcoBoost Zetec	£18795	123	108	14



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>NX 5dr hatch</b> Some good ideas, but dramatically off the pace to drive	★★★☆☆			
300h S 2WD	£29495	195	116	21
300h S	£31495	195	121	31
300h Luxury	£34495	195	121	31
300h F Sport	£36995	195	121	31
300h Premier	£42995	195	121	31
<b>RX 5dr 4x4</b> Low flexibility, but hybrid function makes a degree of economic sense	★★★★☆			
450h SE	£44495	245	145	40
450h Luxury	£48495	245	145	41
450h F Sport	£51995	245	145	42
450h Premier	£55495	245	145	41

<b>LOTUS</b>				
<b>ELISE 2dr open</b> Pure sports car. Great chassis and steering, low running costs	★★★★☆			
1.6 Club Racer	£28580	134	149	43
1.6	£29050	134	149	43
1.6 Sport	£30650	134	149	43
1.8 S	£37205	127	175	43
<b>EXIGE 2dr coupé</b> Sharp, uncompromising track car. Unforgiving on road	★★★★☆			
3.5 V6 S	£54610	236	236	47
<b>EVORA 2dr coupé</b> Sublime combination of pilant ride and sweet handling	★★★★☆			
3.5 V6	£53080	276	217	50
3.5 V6+2	£54980	276	217	50
3.5 V6 Sp. Racer	£58850	276	217	50
3.5 V6 S	£62290	345	229	50
3.5 V6 S+2	£64190	345	229	50
3.5 V6 Sp. Racer	£66850	345	229	50

<b>MASERATI</b>				
<b>Ghibli 4dr saloon</b> Classy and entertaining but less polished than a 5-Series	★★★★☆			
3.0 V6	£52275	325	223	50
3.0 V6 S	£63415	325	223	50
3.0 V6	£48830	271	158	50
<b>QUATTROPORTE 4dr saloon</b> Not quite as sophisticated as it might have been.	★★★★☆			
3.0 V6 S	£80095	404	-	50
3.8 V8	£110000	523	274	50
3.0 V6 Diesel	£69230	271	163	50
<b>GRANTURISMO 2dr coupé</b> Fantastic looks and soundtrack, average chassis	★★★★☆			
4.2 V8	£82140	400	330	50
4.7 V8 Sport	£90390	453	354	50
4.7 V8 MC Stradale	£109995	453	337	50
<b>GRANCABRIO 2dr open</b> Fantastic looks and soundtrack, average chassis	★★★★☆			
4.7 V8	£98200	433	354	50
4.7 V8 Sport	£102615	453	337	50

<b>MAZDA</b>				
<b>2dr hatch</b> Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★☆			
1.75 SE	£11995	74	110	-
1.75 SE-L	£12995	74	110	-
1.5 90 SE	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport	£15995	113	117	-
1.5 105 SE-L	£15995	104	89	-
1.5 105 SE-L Nav	£16395	104	89	-
1.5 105 Sport	£16995	104	89	-
1.5 105 Sport Nav	£17395	104	89	-
<b>3dr saloon</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£18995	118	119	17
2.0 120 Sport	£20195	118	119	17
2.2d 150 SE	£19645	148	104	23
2.2d 150 SE Nav	£20245	148	104	24
2.2d 150 SE-L	£21145	148	104	24
2.2d 150 SE-L Nav	£21745	148	104	24
2.2d 150 Sport Nav	£22545	148	104	24

<b>3dr hatch</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★☆			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	17
2.0 120 SE-L Nav	£18995	118	119	17
2.0 120 Sport	£20195	118	119	17
2.0 165 Sport Nav	£21920	162	135	22
2.2d 150 SE	£19645	148	107	23
2.2d 150 SE Nav	£20245	148	107	24
2.2d 150 SE-L	£21145	148	107	24
2.2d 150 SE-L Nav	£21745	148	107	24
2.2d 150 Sport Nav	£22545	148	107	24
<b>4dr saloon</b> A compelling mix of size, economy and performance. Interior a let down	★★★★☆			
2.0 145 SE	£19595	143	129	18
2.0 145 SE Nav	£20295	143	129	18
2.0 145 SE-L	£20495	143	129	18
2.0 145 SE-L Nav	£21095	143	129	18
2.0 165 Sport Nav	£22495	162	135	19
2.2d 150 SE	£22095	148	108	21
2.2d 150 SE Nav	£22795	148	108	21
2.2d 150 SE-L	£22895	148	108	21
2.2d 150 SE-L Nav	£23595	148	108	21
2.2d 150 Sport Nav	£25895	148	108	21
2.2d 175 Sport	£25595	173	119	23
2.2d 175 Sport Nav	£26295	173	119	23
<b>5dr tourer</b> A compelling mix of size, economy and performance. Interior a let down	★★★★☆			
2.0 145 SE-L	£22015	143	129	18
2.0 165 Sport Nav	£24895	162	135	19
2.2d 150 SE Nav	£23595	148	116	21
2.2d 175 Sport Nav	£27195	173	119	23
2.0 145 SE-L	£22015	143	129	18
2.2d 150 SE	£22895	148	116	21
2.2d 150 SE-L	£23695	148	116	21
2.2d 150 SE-L Nav	£24395	148	116	21
2.2d 150 Sport Nav	£26695	148	116	21
<b>CX-5 5dr 4x4</b> Superb diesel engine mated to above average package	★★★★☆			
2.0 Skyactiv-G 165 SE-L Nav	£22595	162	139	15

<b>2.0 Skyactiv-G 165 SE-L</b>	£21895	162	139	15
<b>2.0 Skyactiv-G 165 Sport Nav</b>	£24895	162	139	16
<b>2.2d Skyactiv-D 150 SE-L</b>	£23695	148	119	18
<b>2.2d Skyactiv-D 150 SE-L Nav</b>	£24395	148	119	18
<b>2.2d Skyactiv-D 150 SE-L Lux</b>	£25295	148	119	20
<b>2.2d Sky-D 150 SE-L Lux Nav</b>	£25995	148	119	20
<b>2.2d Skyactiv-D 150 Sport Nav</b>	£26695	148	119	19
<b>2.2d Sky-D 150 SE-L AWD</b>	£25395	148	136	17
<b>2.2d Sky-D 150 SE-L Nav AWD</b>	£26095	148	136	17
<b>2.2d Sky-D 175 Sport Nav AWD</b>	£28695	173	136	21
<b>5dr mpv</b> Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★☆			
2.0 150 Sport Venture	£20495	148	159	16
1.6d 115 Sport Venture	£21895	114	138	16

<b>MX-5 2dr open</b> Worthy of its iconic status. Manageable, fun and attainable				
1.8i Sport Venture	£18995	125	167	21
1.8i SE	£18495	125	167	21
<b>MX-5 COUPE CABRIOLET 2dr cc</b> As above, but with a nifty folding hard top.	★★★★☆			
1.8i SE	£19995	125	167	21
2.0i Sport Tech	£23095	158	181	26
2.0i Sport Tech Nav	£23295	158	181	26

<b>MCLAREN</b>				
<b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been	★★★★☆			
3.8 V8	£195250	641	-	50
<b>650S SPIDER 2dr open</b> More of the same, although noisier - and better for it	★★★★☆			
3.8 V8	£215250	641	-	50
<b>P1 2dr coupé</b> Other-worldly. As worthy of a place in hypercar history as the F1	★★★★☆			
3.8 V8	£866000	903	194	50

<b>MERCEDES-BENZ</b>				
<b>A-CLASS 5dr hatch</b> Desirability on message; ride quality seriously off-piste	★★★★☆			
A180 CDI SE ECO	£21965	107	92	16
A250 AMG Line Sport 4MATIC	£28990	208	154	33
A250 Engin/red by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 AMG Sport	£27440	208	143	33
A250 Engineered by AMG Sport	£29360	208	140	34
A45 AMG	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A220 CDI AMG Sport	£25110	134	121	21
A200 CDI AMG Sport	£27760	168	115	25

<b>B-CLASS 5dr hatch</b> A slightly odd prospect, but practical and classy	★★★★☆			
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B200 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£25540	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
<b>CLA 4dr saloon</b> Attractive from some angles, unappealing from others. Dynamics to match	★★★★☆			
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33440	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28

<b>C-CLASS 2dr coupé</b> Nice balance of style, usability and driver reward	★★★★☆			
C180 AMG Edition 507	£68495	451	280	44
C63 AMG Sport Edition	£29965	514	149	35
C63 AMG	£58500	451	280	44
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
<b>C-CLASS 4dr saloon</b> Stellar cabin and polished drive increase appeal; engines not so good	★★★★☆			
C200 SE	£27270	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30760	181	128	31
C63 AMG	£59795	469	192	-
C63 AMG S	£66545	503	192	-
C200 BlueTEC SE	£28895	134	102	25
C200 BlueTEC SE	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C31775	168	104	31	
C220 BlueTEC AMG Line	£32475	168	104	31
C250 BlueTEC SE	£33235	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
<b>C-CLASS 5dr estate</b> Decent practicality and fantastic interior - but only okay to drive	★★★★☆			
C200 BlueTEC AMG Line	£33260	134	102	25
C200 BlueTEC SE	£29770	134	102	25
C31765	134	102	25	
C200 SE	£28055	181	128	31
C200 BlueTEC SE	£30565	168	108	31
C250 BlueTEC SE	£33220	201	117	35
C63 AMG	£60995	469	196	47
C63 AMG S	£67745	503	196	47
C30050	181	128	31	
C200 AMG Line	£31675	181	128	31
C250 BlueTEC Sport	£32560	168	108	31
C220 BlueTEC AMG Line	£34055	168	108	31
C250 BlueTEC Sport	£35215	201	117	35
C250 BlueTEC AMG Line	£36710	201	117	35

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>E-CLASS 4dr saloon</b> A return to the old Merc quality: ties, refined and relaxing				
E300 BlueTEC Hybrid 4dr AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£47115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£32750	168	120	34
E220 BlueTEC AMG Line	£35245	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
<b>E-CLASS 5dr estate</b> A return to the old Merc quality: ties, refined and relaxing				
E220 BlueTEC AMG Line	£37165	168	135	35
E220 BlueTEC SE	£34670	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E350 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85950	582	234	47



## AUTOCAR TOP FIVES

## Hypercars



## 1 McLaren P1

From £866k

McLaren set out to build the best driver's car in the world and has come ridiculously close. A 903bhp go-kart. ★★★★★



## 2 Porsche 918 Spyder

From £674k

Only in this category does five stars not guarantee the class lead. The 918 feels built to rule, too. A mind-boggler. ★★★★★



## 3 LaFerrari

From £950k

No UK drive means its amazing numbers are as yet unverified – but our first look suggests its reputation is deserved. ★★★★★



## 4 Bugatti Veyron

From £1.15m

A waning obsession with petrol power taken to its extreme limit. There are better cars – but none quicker. ★★★★★



## 5 Pagani Huayra

From £1.4m

The last century's idea of a hypercar. Staggering in almost every way – not least its looks. As exclusive as it gets. ★★★★★

Visit [autocar.co.uk](http://autocar.co.uk) for all of our Top Fives

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>QASHQAI 5dr hatch</b> Second generation a masterly update to the first. The crossover to beat. ★★★★★				
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 dCi 115 Visia	£18265	113	129	17
1.2 dCi 115 Acenta	£19850	113	129	14
1.2 dCi 115 N-tec	£21700	113	129	14
1.2 dCi 115 N-tec +	£22250	113	129	14
1.2 dCi 115 Tekna	£23800	113	129	14
1.6 dCi 163 N-tec	£23200	161	138	14
1.6 dCi 163 N-tec +	£23750	161	138	14
1.6 dCi 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats. ★★★★★				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	129	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	129	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	129	20
<b>PATIFINDER 5dr 4x4</b> Tough, but no Discovery. Spacious but unrefined. ★★★★★				
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
<b>370Z 2dr coupé</b> Great engine and poised handling. Lots of road noise. ★★★★★				
3.7 V6 Nismo	£37015	345	248	46
3.7 V6	£27015	323	248	46
3.7 V6 GT	£32015	323	248	46
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value. ★★★★★				
3.8 V6 2013 MY	£78020	523	275	50
<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling. ★★★★★				
4.4 V8	£200000	650	-	-
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b> Good electric powertrain, comically expensive. ★★★★★				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
<b>ION 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Access	£8245	68	95	6
1.0 Active	£9495	68	95	6
1.0 Active Top	£10345	68	95	7
1.0 Active S-S	£9745	68	88	6
1.0 Active S-S Top	£10595	68	88	7
1.2 VTI Allure	£10995	81	99	11
1.2 VTI Allure Top	£11845	81	99	11
1.2 VTI Feline	£11845	81	99	11
<b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Active	£9895	68	95	6
1.0 Active Top	£10745	68	95	7
1.0 Active S-S	£10145	68	88	6
1.0 Active S-S Top	£10995	68	88	7
1.2 VTI Allure	£11395	81	99	11
1.2 VTI Allure Top	£12245	81	99	11
1.2 VTI Feline	£12245	81	99	11
<b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTi	£19100	179	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 XY	£16245	91	95	17
1.6 e-HDi 115 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
<b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Access +	£13495	81	104	8
1.2 VTI Active	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Feline	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 115 Feline	£18695	113	99	17
<b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 e-THP 130 Feline	£21395	128	110	16
1.2 PureTech 82 Access	£14895	81	117	9
1.2 e-THP 110 Access	£16145	108	105	13
1.2 PureTech 110 Active	£17845	108	105	13
1.2 PureTech 110 Allure	£19045	108	107	13
1.2 PureTech 130 Active	£18595	128	107	14
1.2 PureTech 130 Allure	£19795	128	110	15
1.6 THP 125 Access	£16095	120	125	16
1.6 THP 125 Active	£17545	120	125	16
1.6 THP 125 Allure	£19000	120	125	16
1.6 THP 156 Allure	£20150	154	129	20
1.6 THP 156 Feline	£21750	154	129	20
1.6 HDi 92 Access	£16845	91	93	15
1.6 HDi 92 Active	£18545	91	93	15
1.6 BlueHDi 120 Allure	£19745	118	82	24
1.6 BlueHDi 120 Allure	£20945	118	82	24
1.6 e-HDi 115 Access	£17645	113	95	18

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 HDi 115 Active	£19345	113	95	18
1.6 HDi 115 Allure	£20545	113	100	18
1.6 e-HDi 115 Feline	£22145	113	100	19
2.0 BlueHDi 150 Active	£20395	148	99	24
2.0 BlueHDi 150 Allure	£21845	148	105	25
2.0 BlueHDi 150 Feline	£23445	148	105	26
<b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Allure	£18845	108	109	13
1.2 PureTech 130 Allure	£20045	81	111	13
1.2 PureTech 130 Allure	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 e-HDi 115 Access	£18345	113	95	18
1.6 e-HDi 115 Feline	£22845	113	100	18
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
2.0 BlueHDi 150 Active	£21095	148	99	24
2.0 BlueHDi 150 Feline	£24145	148	105	26
<b>508 4dr saloon</b> Very competent and likeable package. 163 HDi the best. ★★★★★				
1.6 THP 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22045	113	111	24
1.6 e-HDi 115 Allure Nav	£24895	113	111	25
2.0 HDi 140 Active Nav	£22445	140	119	27
2.0 HDi 140 Allure Nav	£25295	140	119	28
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30
2.0 HDi 163 Allure Nav auto	£27195	161	140	30
2.0 HDi Hybrid4 Allure Nav	£32600	200	91	36
<b>508 SW 5dr estate</b> As good as saloon, only better looking. ★★★★★				
1.6 e-HDi 115 Active Nav	£23245	113	112	24
1.6 e-HDi 115 Allure Nav	£26295	113	112	25
2.0 BlueHDi 150 Allure Nav	£27795	148	110	30
2.0 HDi 140 Active Nav	£23645	140	125	27
2.0 HDi 140 Allure Nav	£26695	140	125	28
2.0 HDi 163 Allure Nav auto	£28595	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style. ★★★★★				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Feline Calima	£18150	118	135	19
1.6 VTI 120 Feline Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Feline Calima	£19145	91	103	17
1.6 e-HDi 92 Feline Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19745	113	105	20
1.6 e-HDi 115 Feline Mistral S	£20045	113	105	20
<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★				
1.6 VTI 163 Allure Au	£25015	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior. ★★★★★				
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Active	£21100	154	163	16
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16
1.6 HDi 115 Active	£22745	113	128	17
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
<b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back. ★★★★★				
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 Sport	£24495	197	155	33
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant. ★★★★★				
2.7	£93950	261	192	40
3.4 S	£47725	311	206	43
3.4 GTs	£35369	326	211	44
<b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure. ★★★★★				
2.7	£40234	271	192	37
3.4 S	£49473	320	206	41
3.4 GTs	£56087	335	211	43
<b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status. ★★★★★				
3.4 Carrera	£74199	354	212	46
3.4 Carrera 4	£79055	345	219	46
3.8 Carrera S	£84235	395	224	47
3.8 Carrera 4S	£89715	395	234	48
3.8 Turbo	£121513	514	227	51
3.8 Turbo S	£140355	552	227	48
3.8 GT3	£101685	468	289	53



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 TDI 105 SE	£15460	104	112 14	
1.6 TDI 105 FR	£16460	104	112 14	
2.0 TDI 143 FR	£17635	141	123 122	
<b>IBIZA 5dr estate</b> Rivals are more practical but Ibiza is fun	★★★★★			
1.2 70 S A-C	£12660	69	128 5	
1.4 85 SE	£13795	84	139 9	
1.4 85 Toca	£14120	84	139 11	
1.2 TSI 105 SE DSG	£15435	103	124 12	
1.2 TSI 105 FR	£15440	103	119 12	
1.4 TSI 140 ACT FR	£16745	138	109 21	
1.2 TDI 75 S A-C	£14555	74	105 7	
1.2 TDI 75 S A-C Ecomotive	£15080	74	92 7	
1.2 TDI 75 SE Ecomotive	£15610	74	92 7	
1.6 TDI 105 SE	£16160	104	112 14	
1.6 TDI 105 FR	£17160	104	112 14	
<b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression	★★★★★			
1.2 TSI 85 S	£14265	84	119 10	
1.2 TSI 105 S	£15295	104	116 13	
1.2 TSI 105 SE	£16515	104	118 14	
1.4 TSI 122 SE DSG	£17965	120	134 17	
1.6 TDI CR S Ecomotive	£17150	104	104 15	
1.6 TDI CR SE Ecomotive	£18370	104	106 15	
<b>LEON 3dr hatch</b> Sharp looks and handling. Inevitably back from the Golf's quality	★★★★★			
1.6 TDI 110 SE Ecomotive	£19625	108	87 14	
1.6 TDI 110 S	£15815	108	114 13	
1.2 TSI 110 SE	£16935	108	114 13	
1.4 TSI 125 SE	£17535	123	120 16	
1.4 TSI 140 FR	£19265	138	119 18	
1.8 TSI 180 FR	£20740	178	137 25	
2.0 TSI 265 Cupra	£25960	261	154 32	
2.0 TSI 280 Cupra	£27210	276	154 33	
1.6 TDI CR 105 S	£17515	104	99 13	
1.6 TDI CR 105 SE	£18635	104	99 13	
2.0 TDI CR 150 SE	£19985	148	106 19	
2.0 TDI CR 150 FR	£21530	148	106 20	
2.0 TDI CR 184 FR	£22520	181	109 26	
<b>LEON 5dr hatch</b> Sharp looks and handling. Inevitably back from the Golf's quality	★★★★★			
1.6 TDI 110 SE Ecomotive	£19925	108	87 14	
1.2 TSI 110 S	£16115	108	114 13	
1.2 TSI 110 SE	£17235	108	114 13	
1.4 TSI 125 SE	£17835	123	120 16	
1.4 TSI 140 FR	£19565	138	119 18	
1.8 TSI 180 FR	£21040	178	137 25	
2.0 TDI CR 184 FR	£22820	181	109 26	
2.0 TSI 280 Cupra	£27510	276	154 33	
1.6 TDI CR 105 S	£17815	104	99 13	
1.6 TDI CR 105 SE	£18935	104	99 13	
2.0 TDI CR 150 SE	£20285	148	106 19	
2.0 TDI CR 150 FR	£21830	148	106 20	
<b>LEON 5dr estate</b> Sharp looks and handling. Inevitably back from the Golf's quality	★★★★★			
1.2 TSI 105 S	£16675	104	112 14	
1.2 TSI 105 SE	£17795	104	114 13	
1.4 TSI 140 FR	£20390	138	122 18	
1.4 TSI 140 SE	£18845	138	122 17	
1.6 TDI 110 SE Ecomotive	£20920	108	87 14	
1.6 TDI CR 105 S	£18810	104	99 13	
1.6 TDI CR 105 SE	£19930	104	99 13	
1.8 TSI 180 FR	£22035	178	137 25	
2.0 TDI CR 150 FR	£22825	148	106 20	
2.0 TDI CR 150 SE	£21280	148	106 19	
2.0 TDI CR 184 FR	£23815	181	112 26	
<b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive	★★★★★			
1.6 TDI 105 i-Tech Ecomotive	£19345	103	119 14	
2.0 TDI 140 i-Tech	£20145	138	129 19	
XL 1.6 TDI 105 i-Tech Ecomotiv	£20065	103	119 13	
XL 2.0 TDI 140 i-Tech	£20865	138	129 19	
<b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting	★★★★★			
2.0 TDI 140 Ecomotive S	£25630	138	146 18	
2.0 TDI 140 Ecomotive SE	£27510	138	146 18	
2.0 TDI 140 Ecomotive i-Tech	£28360	138	146 18	
2.0 TDI 140 Eco S Lux	£30900	138	146 18	
2.0 TDI 177 SE	£28750	138	158 22	
2.0 TDI 177 SE Lux	£32420	138	158 22	
<b>SKODA</b>				
<b>CITIGO 3dr hatch</b> The VW Up in entry-level Skoda format	★★★★★			
1.0 60 S	£8210	59	105 1	
1.0 60 SE	£9060	59	105 1	
1.0 60 Monte Carlo	£10590	59	105 2	
1.0 60 GreenTech SE	£9420	59	95 1	
1.0 60 GreenTech Eleg.	£10000	59	95 1	
1.0 75 GreenTech Eleg.	£10390	74	98 2	
<b>CITIGO 5dr hatch</b> The VW Up in entry-level Skoda format	★★★★★			
1.0 60 S	£8560	59	105 1	
1.0 60 SE	£9410	59	105 1	
1.0 60 Monte Carlo	£10940	59	105 2	
1.0 60 GreenTech SE	£9770	59	95 1	
1.0 60 GreenTech Eleg.	£10350	59	95 1	
1.0 75 GreenTech Eleg.	£10740	74	98 2	
<b>FABIA 5dr hatch</b> Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★★			
1.0 60 S	£10600	59	106 1	
1.0 75 S	£11460	74	108 1	
1.0 75 SE L	£12760	74	108 1	
1.0 75 SE L	£13610	74	108 1	
1.2 90 SE L	£13390	89	107 1	
1.2 90 SE L	£14240	89	107 1	
1.2 110 DSG S	£13740	108	109 1	
1.2 110 SE	£14400	108	110 1	
1.2 110 SE L	£14890	108	110 1	
1.4 TDI 90 S	£14090	89	88 1	
1.4 TDI 90 SE	£15390	89	88 1	
1.4 TDI 90 SE L	£16240	89	88 1	
1.4 TDI 105 SE L	£16840	104	90 1	
<b>RAPID 5dr hatch</b> Slender five-door hatch makes most sense under a Skoda badge	★★★★★			
1.6 TDI 105 E	£17145	103	114 16	
1.6 TDI 105 Eleg.	£17555	103	114 13	
1.6 TDI 90 Greenline	£17815	103	99 13	
1.6 TDI 90 GreenTech Eleg.	£17805	103	104 13	
1.6 TDI 90 GreenTech SE	£17055	103	104 13	
1.6 TDI 90 S	£15855	103	114 13	
1.6 TDI 90 SE	£16805	103	114 13	
1.2 75 S	£13190	74	137 7	
1.2 TSI 86 S	£13980	84	119 10	
1.2 TSI 86 SE	£14930	84	119 10	
1.2 TSI 86 GreenTech S	£14230	84	114 10	
1.2 TSI 86 GreenTech SE	£15180	84	114 10	
1.2 TSI 105 SE	£15630	104	125 13	
1.2 TSI 105 Eleg.	£16380	104	125 13	
1.2 TSI 105 GreenTech SE	£15880	104	118 13	
1.2 TSI 105 GreenTech Eleg.	£16630	104	118 13	
1.2 TSI 105 Sport	£15630	104	125 15	
1.4 TSI 122 SE DSG	£17425	120	134 16	
1.4 TSI 122 Eleg. DSG	£18175	120	134 16	
1.4 TSI 122 GreenTech SE DSG	£17545	120	127 18	
1.4 TSI 122 GreenTech Eleg.	£18295	120	127 18	
1.6 TDI 105 S	£16430	103	114 16	
1.6 TDI 105 SE	£17380	103	114 15	
1.6 TDI 105 Eleg.	£18130	103	114 15	
1.6 TDI 105 GreenTech SE	£17630	103	106 15	
1.6 TDI 105 GreenTech Eleg.	£18380	103	106 15	
<b>RAPID 5dr estate</b> Estate shape makes most sense of Rapid's skinny body	★★★★★			
1.2 TSI 105 Eleg.	£16640	104	125 14	
1.2 TSI 105 GreenTech Eleg.	£16890	104	118 14	
1.2 TSI 105 GreenTech SE	£16430	104	118 15	
1.2 TSI 105 SE	£16180	104	125 14	
1.2 TSI 86 GreenTech S	£14590	84	114 12	
1.2 TSI 86 GreenTech SE	£15730	84	114 12	
1.2 TSI 86 S	£14340	84	119 11	
1.2 TSI 86 SE	£15480	84	119 12	
1.4 TSI 122 Eleg. DSG	£18445	120	134 18	
1.4 TSI 122 GreenTech SE DSG	£18105	120	127 18	
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127 18	
1.4 TSI 122 SE DSG	£17985	120	134 17	
1.6 TDI 105 Eleg.	£18390	103	114 16	
1.6 TDI 105 GreenTech Eleg.	£18640	103	106 16	
1.6 TDI 105 GreenTech SE	£18180	103	106 16	
1.6 TDI 105 S	£16790	103	114 15	
1.6 TDI 105 SE	£17930	103	114 16	
1.6 TDI 90 Greenline	£17195	89	99 14	
1.6 TDI 90 GreenTech Eleg.	£17990	89	106 14	
1.6 TDI 90 GreenTech SE	£17530	89	106 14	
1.6 TDI 90 S	£16140	89	114 13	
1.6 TDI 90 SE	£17280	89	114 14	
1.6 TDI 90 Eleg.	£17740	89	114 14	
<b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 SE Business	£19775	104	99 14	
1.2 TSI 105 S	£16525	104	114 13	
1.2 TSI 105 SE	£17875	104	114 13	
1.4 TSI 140 SE	£19075	138	121 18	
1.4 TSI 140 Eleg.	£20775	138	121 19	
1.8 TSI 180 Laurin & Klement	£26915	178	141 25	
2.0 TSI 220 vRS	£24100	217	142 29	
1.6 TDI 105 S	£18575	104	99 13	
1.6 TDI 105 SE	£19925	104	99 13	
1.6 TDI 105 Eleg.	£21625	104	99 14	
1.6 TDI 110 Greenline	£20515	108	85 15	
1.6 TDI 110 SE Business Greenl	£20365	108	85 19	
2.0 TDI 150 SE	£20825	148	106 19	
2.0 TDI 150 SE Business	£20675	148	106 20	
2.0 TDI 150 Eleg.	£22525	148	106 20	
2.0 TDI 150 Laurin & Klement	£26755	148	106 22	
2.0 TDI 184 vRS	£24365	181	119 26	
<b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 Eleg. 4x4	£23665	104	119 14	
1.6 TDI 105 SE 4x4	£21965	104	119 14	
1.6 TDI 110 Greenline	£21105	108	85 15	
1.6 TDI 110 SE Business G'line	£20955	108	85 19	
2.0 TDI 150 Eleg. 4x4	£24565	148	124 20	
2.0 TDI 150 SE 4x4	£22865	148	124 19	
1.2 TSI 105 S	£17115	104	117 13	
1.2 TSI 105 SE	£18465	104	117 13	
1.4 TSI 140 SE	£19665	138	121 18	
1.4 TSI 140 Eleg.	£21365	138	121 19	
1.8 TSI 180 Laurin & Klement	£27375	178	141 25	
2.0 TSI 220 vRS	£24560	217	142 29	
1.6 TDI 105 S	£19165	104	99 13	
1.6 TDI 105 SE	£20515	104	99 13	
1.6 TDI 105 Eleg.	£22215	104	99 14	
2.0 TDI 150 SE	£21415	148	110 19	
2.0 TDI 150 Scout 4x4	£25315	148	129 21	
2.0 TDI 150 Eleg.	£23115	148	110 20	
2.0 TDI 150 Laurin & Klement	£27215	148	110 22	
2.0 TDI 150 Laurin Klement 4x4	£28665	148	124 21	
2.0 TDI 184 Scout 4x4	£27990	181	134 21	
2.0 TDI 184 vRS	£24825	181	119 26	
<b>SUPERB 5dr hatch</b> Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.6 TDI 105 SE Business Greenl	£20625	103	109 17	
2.0 TDI 140 Eleg.	£24840	138	119 23	
2.0 TDI 140 SE Business	£21090	138	119 22	
2.0 TDI 170 Eleg. 4x4	£28670	168	147 25	
2.0 TDI 170 Laurin & Klement 4	£30660	168	147 25	
2.0 TDI 170 SE 4x4	£25960	168	147 24	
1.4 TSI 125 S	£18690	123	138 19	
1.8 TSI 160 SE	£21730	158	158 25	
1.8 TSI 160 Eleg. DSG	£25750	158	162 26	
3.6 V6 FSI Eleg. 4WD	£30655	256	215 34	
3.6 V6 FSI Laurin & Klement	£32645	256	215 34	
1.6 TDI 105 S Greenline	£20200	103	109 17	
1.6 TDI 105 SE Greenline	£21665	103	109 17	
1.6 TDI 105 SE Greenline	£23990	103	109 17	
1.6 TDI 105 S	£19890	103	117 17	
2.0 TDI 140 S	£20490	138	119 22	
2.0 TDI 140 SE	£22130	138	119 23	
2.0 TDI 140 Eleg. 4WD	£26430	138	137 22	
2.0 TDI 140 Laurin & Klement	£26830	138	119 24	
2.0 TDI 140 Laurin Klement 4WD	£28420	138	137 23	
2.0 TDI 170 SE	£23060	168	120 25	
2.0 TDI 170 Eleg.	£25770	168	120 26	
2.0 TDI 170 Laurin & Klement	£27760	168	120 26	
<b>SUPERB 5dr estate</b> Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.4 TSI S	£19815	123	142 19	
1.6 TDI 105 S	£20105	103	119 17	
1.6 TDI 105 S Greenline	£21325	103	113 17	
1.6 TDI 105 SE Business Greenl	£21905	103	113 17	
1.6 TDI 105 SE Greenline	£22945	103	113 17	
1.8 TSI 160 Eleg. DSG	£27030	158	164 26	



Make and Model	Price	Bhp	CO <sub>2</sub> /g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> /g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> /g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> /g/km	Insurance group
1.8 VWT-14T	E23745	134	92	15	1.4i 90 Sting	E9340	89	121	-	1.7 CDTi 130 ecoFLEX Sport S-S	E21450	129	114	16	2.0 CDTi 120 SRI	E22184	118	104	15
1.8 VWT-1T Spirit	E25295	134	92	15	1.4i 90 Sting	E11245	89	121	-	1.7 CDTi 130 ecoFLEX SRI S-S	E22680	129	114	17	2.0 CDTi 120 SRI Nav	E23034	118	104	15
1.8 VWT-Plug-In	E33395	134	92	16	1.4i 90 Easytronic Design	E11909	89	119	-	2.0 CDTi 6TC SP. 165	E22000	163	127	20	2.0 CDTi 120 SRI VX-Line	E23404	118	104	16
<b>PRIOUS+ 5dr mpv</b> Expensive and ugly. Bigger though	★★★★★				1.4i 90 SRI	E11940	89	121	-	2.0 CDTi 6TC SRI 165	E32225	163	127	20	2.0 CDTi 120 SRI VX-Line Nav	E24254	118	104	16
					1.4i 90 SRI VX-Line	E12975	89	121	-	<b>CASCADA 2dr open</b> Comfortable and credible alternative to the usual ragtaps	★★★★★				2.0 CDTi 120 SRI	E19544	129	104	16
1.8 VWT-I Icon	E26145	178	96	11	1.4i 90 SE	E12585	89	121	-	1.6T 200 200 Elite	E28350	202	168	24	2.0 CDTi 130 Design Nav	E20394	129	104	16
1.8 VWT-Excel	E29445	178	101	12	1.4i 100 Turbo SRI	E12959	89	119	10	1.6T 200 SE	E26750	202	168	24	2.0 CDTi 130 Energy	E21914	129	104	16
<b>RAV4 5dr 4x4</b> A solid option, but ultimately outgunned by Korean competition	★★★★★				1.4i 100 Turbo SRI VX-Line	E13630	89	119	-	1.4T 140 SE S-S	E24030	138	148	20	2.0 CDTi 130 SRI	E23444	129	104	16
2.0 V-matic CVT Icon 4WD	E26000	150	167	29	1.3 CDTi 75 S-S Life	E13150	74	-	6	1.4T 140 SE S-S	E26715	138	148	21	2.0 CDTi 130 SRI VX-Line	E22594	129	104	16
2.0 D-Active 2WD	E22495	124	127	26	1.3 CDTi 75 S-S Design	E13150	74	-	-	1.6T 150 SRI SE Au	E27130	168	168	24	2.0 CDTi 130 SRI VX-Line Nav	E23414	129	104	16
2.0 D-Icon 2WD	E24995	124	127	26	1.3 CDTi 75 S-S SRI	E13845	74	-	-	1.6T 150 SRI SE	E29230	168	168	24	2.0 CDTi 140 Design Nav	E21484	138	104	19
2.0 D-Icon 4WD	E26000	124	137	26	1.3 CDTi 75 S-S SRI VX-Line	E14880	74	-	-	2.0 CDTi 165 SE S-S	E28215	163	138	23	2.0 CDTi 140 Elite	E24814	138	104	19
2.0 D-Icon Invinible 2WD	E26695	124	127	27	1.3 CDTi 75 S-S S-S	E14490	74	-	-	2.0 CDTi 195 Biturbo Elite S-S	E29700	192	138	27	2.0 CDTi 140 Elite Nav	E25664	138	104	19
2.0 D-Icon Invinible 4WD	E27700	124	137	27	1.3 CDTi 95 S-S SRI	E14345	94	85	9	<b>AMPERA 5dr hatch</b> There's 175mpg on offer if you can meet the asking price	★★★★★				2.0 CDTi 140 Energy	E24034	138	104	19
2.2 D-Icon 4WD	E26800	148	149	29	1.3 CDTi 95 S-S SRI VX-Line	E15380	94	85	-	16kWX Positiv	E33750	149	27	20	2.0 CDTi 140 SE	E22434	138	104	19
2.2 D-Icon Invinible 4WD	E28500	148	149	29	1.3 CDTi 95 S-S S-S	E14990	94	85	-	<b>INSIGNIA 4dr saloon</b> Nearly as good as a Mondeo.	★★★★★				2.0 CDTi 140 SRI Nav	E32384	138	104	19
<b>AVENSIS 4dr saloon</b> Nothing wrong, but nothing exceptional. Good spec	★★★★★				<b>CORSA 3dr hatch</b> Very refined, stylish and practical. Engines not so good	★★★★★				Restricted rear visibility	★★★★★				2.0 CDTi 140 SRI VX-Line Nav	E32354	138	104	19
1.8 V-matic Active	E17700	145	152	17	1.0i 90 S-S Design	E13330	89	102	-	2.0 CDTi 130 Design	E18244	161	119	20	2.0 CDTi 140 SRI	E24864	161	119	20
1.8 V-matic Icon	E20300	145	152	17	1.0i 90 S-S SRI	E14025	89	102	-	2.0 CDTi 163 Design	E19694	161	114	20	2.0 CDTi 140 SRI VX-Line	E32354	138	104	19
1.8 V-matic Icon+	E32350	145	152	18	1.0i 90 S-S S-S	E14670	89	102	-	2.0 CDTi 163 Elite	E23874	161	114	20	2.0 CDTi 140 SRI VX-Line Nav	E32354	138	104	19
2.0 D-Active	E18695	124	119	22	1.0i 115 S-S Sting	E14253	113	-	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 Design Nav	E21844	161	119	20
2.0 D-Icon	E21295	124	119	22	1.0i 115 S-S SRI VX-Line	E15060	113	-	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 Elite	E25174	161	119	20
2.0 D-Icon Excel	E24245	124	119	23	1.2i 70 Life	E15000	69	126	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 D-Icon Excel	E24495	124	119	23	1.2i 70 Life	E15000	69	126	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Icon	E23450	148	143	25	1.2i 70 Design	E11500	69	126	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Excel	E25250	148	143	25	1.2i 70 SRI	E11500	69	126	-	2.0 CDTi 163 SRI	E21494	161	114	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Icon+	E25500	148	145	26	1.2i 70 SRI VX-Line	E12390	69	126	-	2.0 CDTi 163 eFLEX EliteNav S-S	E24244	161	114	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Icon	E23400	148	165	25	1.2i 70 SE	E12840	69	126	-	2.8T VXR Supersport	E29824	321	249	37	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Excel	E26350	148	165	25	1.4i 90 Life	E11845	89	121	-	<b>INSIGNIA 5dr hatch</b> Nearly as good as a Mondeo.	★★★★★				2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Icon+	E26595	148	167	26	1.4i 90 SRI	E9940	89	121	-	Inert steering	★★★★★				2.0 CDTi 163 SRI	E25174	161	119	20
<b>AVENSIS TOURER 5dr estate</b> Nothing wrong, but nothing exceptional. Good spec	★★★★★				1.4i 90 Design	E11845	89	121	-	1.4T 140 Elite Nav	E22479	138	123	15	2.0 CDTi 163 SRI	E25174	161	119	20
1.8 V-matic Active	E18750	154	153	17	1.4i 90 Easytronic Design	E12500	89	119	-	1.4T 140 SRI	E20099	138	123	15	2.0 CDTi 163 SRI	E25174	161	119	20
1.8 V-matic Icon	E21350	145	153	18	1.4i 90 SRI	E12500	89	119	-	1.4T 140 SRI VX-Line Nav	E20099	138	123	15	2.0 CDTi 163 SRI	E25174	161	119	20
1.8 V-matic Icon+	E24300	145	153	18	1.4i 90 SRI VX-Line	E13575	89	121	-	1.6T 170 Elite Nav	E23869	168	139	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 D-Active	E19745	124	120	22	1.4i 90 SE	E13185	89	121	-	1.8i VWT Design Nav	E17384	138	169	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 D-Icon	E22345	124	120	22	1.4i 100 Turbo SRI	E13195	89	119	-	1.8i VWT SRI	E19184	138	169	20	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 D-Icon Excel	E25295	124	120	23	1.4i 100 Turbo SRI VX-Line	E14230	89	119	-	2.0 CDTi 120 Design Nav	E19934	118	95	15	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 D-Icon Excel	E26145	124	123	23	1.4i 100 Turbo SE	E13840	89	119	-	2.0 CDTi 120 Elite Nav	E24114	118	95	15	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Icon	E24500	148	147	25	1.3 CDTi 75 S-S Life	E13750	74	-	-	2.0 CDTi 120 SRI Nav	E21734	118	95	15	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Icon+	E26300	148	147	25	1.3 CDTi 75 S-S Design	E13750	74	-	-	2.0 CDTi 120 SRI VX-Line Nav	E22954	118	95	15	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-Icon 150 Excel	E27150	148	149	26	1.3 CDTi 75 S-S SRI	E14445	74	-	-	2.0 CDTi 120 SRI	E18244	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Icon	E24445	148	170	25	1.3 CDTi 75 S-S SRI VX-Line	E15480	74	-	-	2.0 CDTi 130 Design Nav	E19094	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Icon+	E27405	148	173	26	1.3 CDTi 75 S-S S-S	E15090	74	-	-	2.0 CDTi 130 Energy	E21614	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
2.2 D-CAT 150 Excel	E28245	148	173	26	1.3 CDTi 95 S-S SRI	E14945	94	87	-	2.0 CDTi 130 SE	E20044	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
<b>VERSO 5dr mpv</b> Ride is firm and boot space limited with all seats in use	★★★★★				1.3 CDTi 95 S-S SRI VX-Line	E15980	94	-	-	2.0 CDTi 130 SRI	E20044	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
1.6 V-matic Active 5st	E17770	130	154	13	1.3 CDTi 95 S-S S-S	E15590	94	-	-	2.0 CDTi 130 SRI Nav	E20894	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
1.6 V-matic Active 7st	E18300	130	154	13	<b>ASTRA 5dr hatch</b> Good handling, nice engines but over-geared. Focus is better	★★★★★				2.0 CDTi 130 SRI VX-Line	E21264	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
1.6 V-matic Icon 7st	E20300	130	154	14	1.3 CDTi 95 ecoFLEX Design	E16835	94	104	9	2.0 CDTi 130 SRI VX-Line Nav	E22114	128	112	16	2.0 CDTi 163 SRI	E25174	161	119	20
1.8 V-matic Icon M'Drive 7st	E23800	145	159	15	1.4i VWT 100 Design	E15250	89	129	9	2.0 CDTi 140 Design Nav	E20184	138	123	15	2.0 CDTi 163 SRI	E25174	161	119	20
1.8 V-matic Icon M'Drive 7st	E23800	145	159	15	1.4i VWT 100 Excel	E15250	89	129	9	2.0 CDTi 140 Elite Nav	E24364	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
1.6 D-Active	E19990	122	119	14	1.4i VWT 100 Tech Line	E16640	89	129	9	2.0 CDTi 140 SRI Nav	E21984	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
1.6 D-Icon	E19990	122	119	14	1.6 CDTi 110 ecoFLEX Design S-S	E17735	108	97	9	2.0 CDTi 140 SRI VX-Line Nav	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
<b>LAND CRUISER VR 5dr 4x4</b> A dinosaur, but likeable. Pricey to buy and run	★★★★★				1.6 CDTi 110 ecoFLEX SRI S-S	E21740	108	97	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
4.5 D-4D	E56715	286	250	48	1.6 CDTi 110 eFLEX Tech Ln S-S	E18910	108	97	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
<b>LAND CRUISER 3dr 4x4</b> A real go-anywhere vehicle. Spacious on road	★★★★★				1.6 CDTi 136 ecoFLEX SRI S-S	E23770	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
3.0 D-188 LC	E32765	185	214	31	1.6 CDTi 136 ecoFLEX SRI S-S	E23770	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
<b>LAND CRUISER 5dr 4x4</b> A real go-anywhere vehicle. Spacious on road	★★★★★				1.6 CDTi 136 eFLEX SRI S-S	E23770	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
3.0 D-190 LC3	E37015	187	213	31	1.6 CDTi 136 eFLEX SRI S-S	E23770	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
3.0 D-190 LC4	E47465	187	213	34	1.6 CDTi 136 eFLEX SRI S-S	E23770	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
3.0 D-190 LC5	E52915	187	213	38	1.6 CDTi 136 eFLEX Tech Ln S-S	E19505	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
<b>GT86 2dr coupe</b> A tail-out tribute to all our favourite things. Splendid	★★★★★				1.6 CDTi 136 eFLEX Tech Ln S-S	E19505	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
2.0 Primo	E22495	197	181	29	1.6 CDTi 136 eFLEX Tech Ln S-S	E19505	134	104	9	2.0 CDTi 140 SRI	E22034	138	99	19	2.0 CDTi 163 SRI	E25174	161	119	20
2.																			



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TDI 240 BITDI SCR R-Line	£37035	237	140	28
<b>PHAETON</b> 4dr saloon	Big VW feels old now, and struggles to justify its price	★★★★★		
<b>3.0 V6 TDI 240 SWB</b>	£50505	236	224	45
3.0 V6 TDI 240 LWB	£56165	236	224	45
<b>TOURAN</b> 5dr mpv	Good chassis but little inspiration.	★★★★★		
Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 140 SE	£23600	138	159	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14
1.6 TDI 105 BlueTech SE	£23705	104	121	14
2.0 TDI 140 Blue Tech SE	£25470	138	127	19
2.0 TDI 140 BlueTech Sp.	£26930	138	127	19
<b>SHARAN</b> 5dr mpv	Refined, flexible big MPV. Seat version is cheaper	★★★★★		
2.0 TDI 177 SE	£30555	177	152	23
2.0 TDI 177 SEL	£33455	177	152	23
1.4 TSI 150 S	£25320	148	167	16
1.4 TSI 150 SE	£27630	148	167	16
2.0 TSI 200 SEL DSG	£33775	197	198	25
2.0 TDI 115 S	£25890	113	146	14
2.0 TDI 140 S	£26640	138	146	18
2.0 TDI 140 SE	£28950	138	146	18
2.0 TDI 140 SEL	£31850	138	146	18
2.0 TDI 140 Exec	£32100	138	146	18
<b>TIGUAN</b> 5dr 4x4	Dull but capable soft-roader. Pricey, but good ride and handling	★★★★★		
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 4WD	£22605	109	134	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
<b>TOUAREG</b> 5dr 4x4	Good value, and a great blend of comfort and deftness	★★★★★		
3.0 V6 TDI 204 SE	£43415	204	173	39
3.0 V6 TDI 204 R-Line	£46415	204	173	40
3.0 V6 TDI 262 SE	£45215	258	174	42
3.0 V6 TDI 262 R-Line	£48215	258	174	42
3.0 V6 TDI 262 Escape	£45415	258	180	42
<b>CARAVELLE</b> 5dr mpv	Rugged workhorse to carry people	★★★★★		
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£37818	138	189	26
2.0 TDI 140 Exec SWB	£38478	138	189	26
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£37698	177	192	31
2.0 BITDI 180 SE 4M SWB	£40524	177	208	32
2.0 BITDI 180 SE LWB	£39858	177	192	31
2.0 BITDI 180 Exec SWB	£40518	177	192	31
2.0 BITDI 180 Exec DSG	£42414	177	199	31
2.0 BITDI 180 Business SWB DSG	£46744	177	214	31
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£70845	177	232	31
2.0 BITDI 180 Exec. 4M SWB	£43344	177	208	32
<b>VOLVO</b>				
<b>V40</b> 5dr hatch	New hatchback adds Swedish flavour to stock Ford platform	★★★★★		
1.6 T2 120 ES	£18995	118	124	19
1.6 T2 120 SE Nav	£20195	118	124	19
1.6 T2 120 SE	£20520	118	124	19
1.6 T2 120 SE Nav	£21720	118	124	19
1.6 T2 120 SE Lux Nav	£23720	118	124	20
1.6 T2 120 R-Design Nav	£21295	118	124	19
1.6 T2 120 R-Design Nav	£22495	118	124	19
1.6 T2 120 R-Design Lux Nav	£24170	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£22145	148	124	21
1.6 T3 150 SE	£22470	148	124	21
1.6 T3 150 SE Nav	£23670	148	124	21
1.6 T3 150 SE Lux Nav	£25670	148	124	22
1.6 T3 150 R-Design	£23245	148	124	20
1.6 T3 150 R-Design Nav	£24445	148	124	21
1.6 T3 150 R-Design Lux Nav	£26120	148	124	22
1.6 T4 180 SE Lux Nav	£27170	177	129	26
1.6 T4 180 R-Design Lux Nav	£23620	177	129	26
1.6 T4 180 C-Country Lux Nav	£28170	177	129	24
2.5 T5 254 R-Design Lux Nav	£31900	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34140	251	194	30
1.6 D2 115 ES	£20795	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22320	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24320	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23095	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24770	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23320	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25320	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23570	148	114	22
2.0 D3 150 SE Nav	£24770	148	114	22
2.0 D3 150 SE Lux Nav	£26770	148	114	23
2.0 D3 150 R-Design	£24345	148	114	21
2.0 D3 150 R-Design Nav	£25545	148	114	22
2.0 D3 150 R-Design Lux Nav	£27220	148	114	23
2.0 D3 150 C-Country SE	£24570	148	117	21
2.0 D3 150 C-Country SE Nav	£25770	148	117	21
2.0 D3 150 C-Country Lux Nav	£27770	148	117	22
2.0 D4 190 SE	£24570	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25345	187	99	25
2.0 D4 190 R-Design Lux	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26770	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
<b>S60</b> 4dr saloon	T6 is rapid, all-weather sports car, if a niche choice	★★★★★		
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30545	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	18
1.6 D2 R-Design S-S	£28045	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£28845	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26545	113	103	18
1.6 T3 R-Design Nav S-S	£28375	148	135	23
1.6 T3 SE Nav S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE S-S	£28445	178	99	27
2.0 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.0 D5 R-Design Nav S-S	£32895	212	119	30
2.0 D5 SE Lux Nav S-S	£33695	212	119	30
2.0 D5 Business Edition S-S	£20675	148	135	22
1.6 T3 R-Design S-S	£27175	148	135	23
1.6 D2 Business Edition S-S	£21545	113	103	17
2.0 D3 Business Edition S-S	£22195	134	114	22
2.0 D3 SE S-S	£27195	134	114	23
2.0 D3 SE Lux S-S	£29495	134	114	24
2.0 D3 R-Design S-S	£28695	134	114	23
2.0 D4 Business Edition S-S	£22445	178	99	26
<b>V60</b> 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★		
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£31845	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29245	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30145	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27745	113	108	17
1.6 T3 R-Design Nav S-S	£29450	148	139	23
1.6 T3 SE Nav S-S	£28205	148	139	22
2.0 D3 R-Design Lux Nav S-S	£33695	134	119	25
2.0 D3 R-Design Lux S-S	£32495	134	119	25
2.0 D3 R-Design Nav S-S	£31095	134	119	24
2.0 D3 SE Lux Nav S-S	£31995	134	119	25
2.0 D3 SE Nav S-S	£29595	134	119	23
2.0 D4 R-Design Lux Nav S-S	£34945	178	103	29
2.0 D4 R-Design Lux S-S	£33745	178	103	29
2.0 D4 R-Design Nav S-S	£32345	178	103	28
2.0 D4 R-Design S-S	£31145	178	103	28
2.0 D4 SE Lux Nav S-S	£33245	178	99	29
2.0 D4 SE Lux S-S	£32045	178	99	29
2.0 D4 SE Nav S-S	£30845	178	99	28
2.0 D4 SE S-S	£29645	178	99	27
2.0 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.0 D5 R-Design Lux S-S	£34095	212	120	29
2.0 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22005	148	139	21
1.6 T3 SE S-S	£27005	148	139	22
1.6 T3 R-Design S-S	£28505	148	139	23
3.0 T6 Polestar	£49755	346	237	38
1.6 D2 Business Edition S-S	£22745	113	108	17
2.0 D3 Business Edition S-S	£23395	134	119	22
2.0 D3 SE S-S	£28395	134	119	23
2.0 D3 SE Lux S-S	£30795	134	119	24
2.0 D3 R-Design S-S	£29895	134	119	24
2.0 D4 Business Edition S-S	£24645	178	99	26
2.4 D6 AWD Plug-in Hybrid	£49975	275	48	-
2.4 D6 AWD Plug-in H R-Design LN	£51675	275	48	-
<b>V70</b> 5dr estate	Spacious, but suffers from vague steering and old engines	★★★★★		
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.4 D5 SE Nav S-S	£34570	212	126	30
1.6 D2 Business Editn S-S auto	£25695	113	111	18

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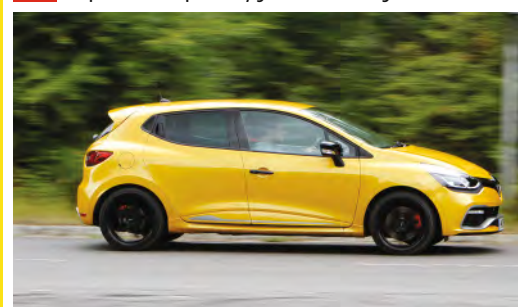
**1 Ford Fiesta ST** From £17,000  
Given the long wait, this could have been a huge anti-climax. It isn't. Firm ride aside, it's brilliant. And cheap. ★★★★★



**2 Mini Cooper S** From £18,000  
Came a hair's breadth from topping the ST. Arguably the better-rounded option, but not quite as much fun. ★★★★★



**3 Audi S1** From £25,000  
Outright speed ensures the S1 grades highly; huge expense keeps it third. Dependably good rather than great. ★★★★★



**4 Renault Clio RS 200 Turbo** From £19,000  
The Clio falls from grace thanks to its fussy EDC 'box and high price. But the chassis dazzles when pressed. ★★★★★



**5 Peugeot 208 GTi** From £18,000  
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MATT BURT

Rear View Mirror: tales from our archive

# 4x4s tested on the farm

## 13 February 1982

An Arctic freeze gripped the UK during early 1982, laying the icy ground for an Autocar comparison test with a difference. A glut of imported 4x4s threatened the Land Rover's position as the best utilitarian go-anywhere vehicle, so the pretenders were gathered for a six-car test.

The vehicles were the Daihatsu F20 LX, Jeep Laredo, Subaru MV, Suzuki LJ80 V, Toyota Hi Lux and, er, Portaro Pampas 260 DL. A disparate group, as Autocar's testers admitted: "Their only real common denominator is that each wheel can be driven at the flick of a lever, but how do they fare down on the farm?"

The farm? Yes, for this test, Autocar headed to Wye Agricultural College's 2000-acre farm for a series of challenges to assess farm-worthiness. First up was the load test: how many calves, sheep or straw bales could each vehicle carry?

"The shape of the load space is as important as its cubic capacity; vehicles with intruding wheel arches, for instance, can take more tall, spindly calves than normally smaller but shorter and rounder sheep," reckoned our testers, going on to declare the Hi Lux,

**'Vehicles with intruding wheel arches can take more tall, spindly calves than normally smaller, shorter sheep'**

which could accommodate 12 animals or 22 bales, a clear winner.

Dynamic tests comprised towing and a drive across a snow-laden ploughed field. The Daihatsu "plodded through our test field in a no-nonsense manner" but "the lack of a tow-hitch precluded an assessment of its towing ability".

The test hinted at the divide between utilitarian 4x4s and the more stylish luxury SUVs that predominate today. The Jeep, for example, "appears in the form of a King's Road cruiser, kitted out in cloth seats, carpets and BF Goodrich-shod alloy wheels". Even so, it "traversed our test field with scornful ease".

The Romanian-designed, Portuguese-built Portaro "was the only vehicle on

test that actually looked like a Land Rover". The car's "load space and torquey engine gave it the thumbs-up from our experts as a real workhorse".

Subaru's MV pick-up was derided for "looking decidedly flashy and potentially incapable with its road tyres and low ground clearance", but after waltzing through most of the tests, it "silenced its critics with an excellent performance and capacity".

The diminutive Suzuki was "hardly worth considering as a load carrier; we got only three sheep into the back". However, it "did not balk at the ploughed field".

Finally, the Hi Lux "topped all of the others in its ability to carry sheep, calves and hay", and massive ground clearance "should ensure that the Toyota never gets hung up on the deepest of rutted tracks".

Autocar ended with a note of caution: "When the Toyota was parked with one side on ice, the other on snow, the wheels on ice simply spun. This would have happened to any of the vehicles in our farmyard because they lack one feature: the locking differential, as offered by the Audi Quattro and Mercedes G-Wagen."

**AUTOCAR**

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### EDITORIAL

Tel +44 (0)20 8267 5630  
Email [autocar@haymarket.com](mailto:autocar@haymarket.com)  
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Senior contributing editors Richard Bremner, Colin Goodwin  
Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

### MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434  
Contact Greg Cartwright ([greg@performancecomms.com](mailto:greg@performancecomms.com))

### SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972  
Email [autocar@servicehelpline.co.uk](mailto:autocar@servicehelpline.co.uk)

### SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705  
Contact Simon Fox ([syndication@autocar.co.uk](mailto:syndication@autocar.co.uk))

### LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024  
Contact David Ryan ([david.ryan@haymarket.com](mailto:david.ryan@haymarket.com))

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Editorial director Mark Payton  
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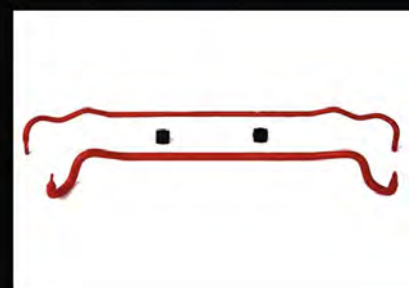
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